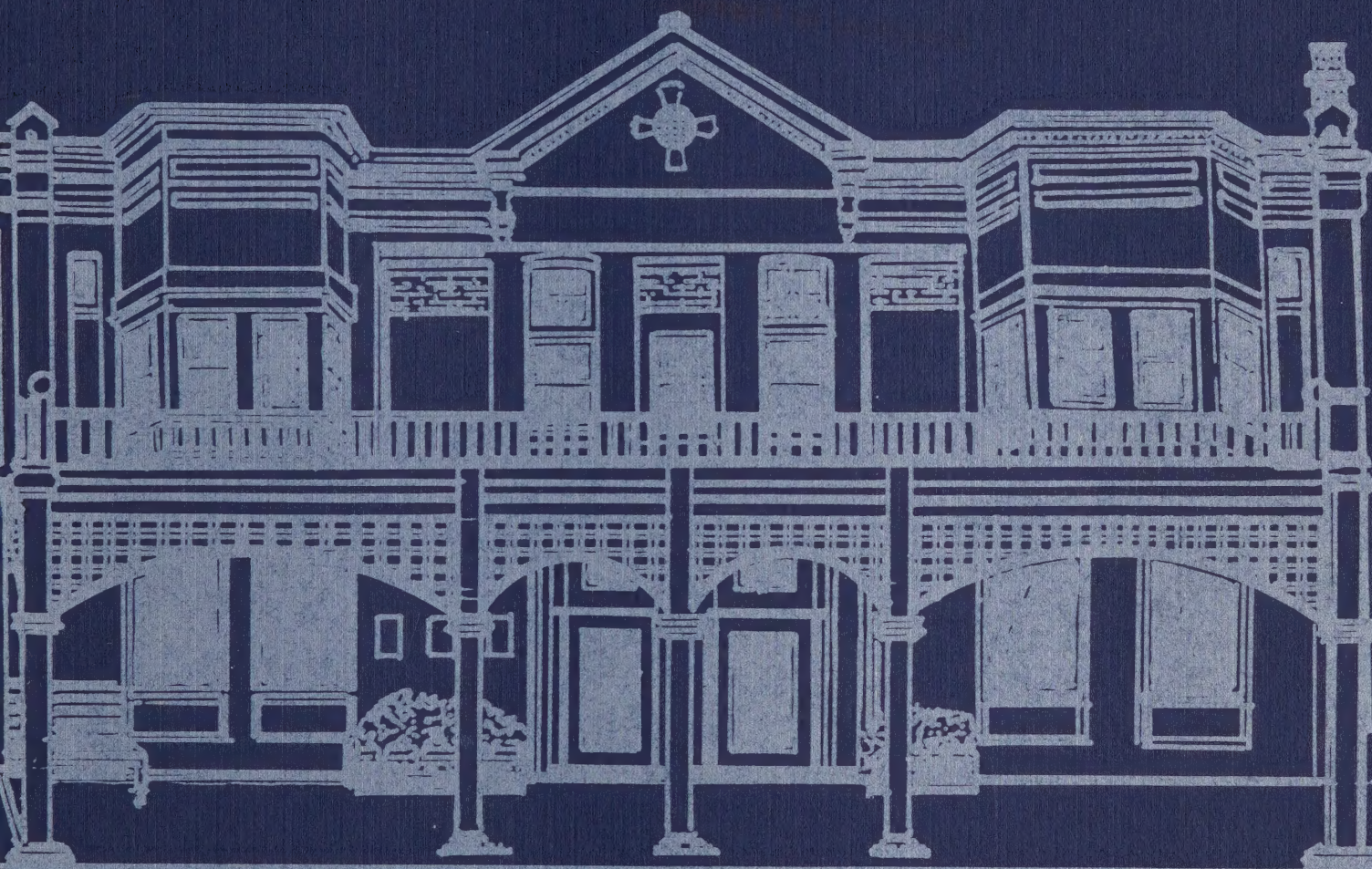


GALT



GENERAL PLAN
1989-2005

ADOPTED MAY 15, 1990
AMENDMENTS MADE MARCH 1991

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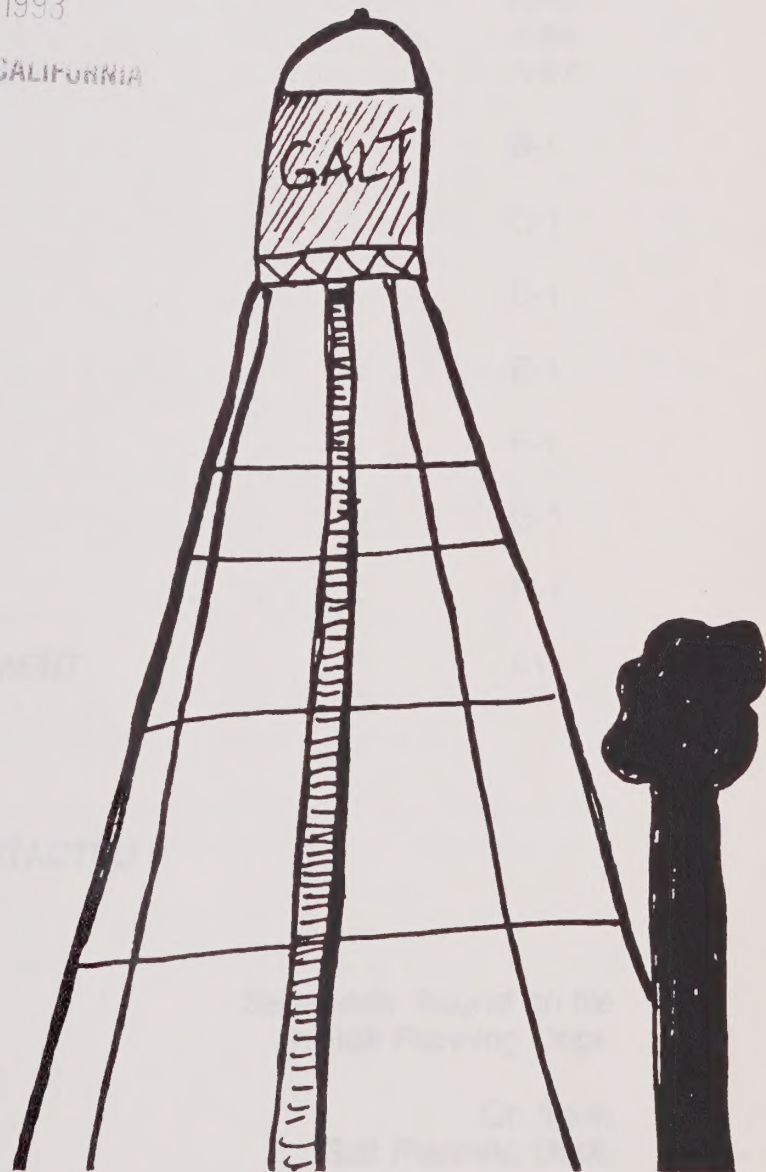
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GENERAL PLAN

1989-2005

GALT GENERAL PLAN

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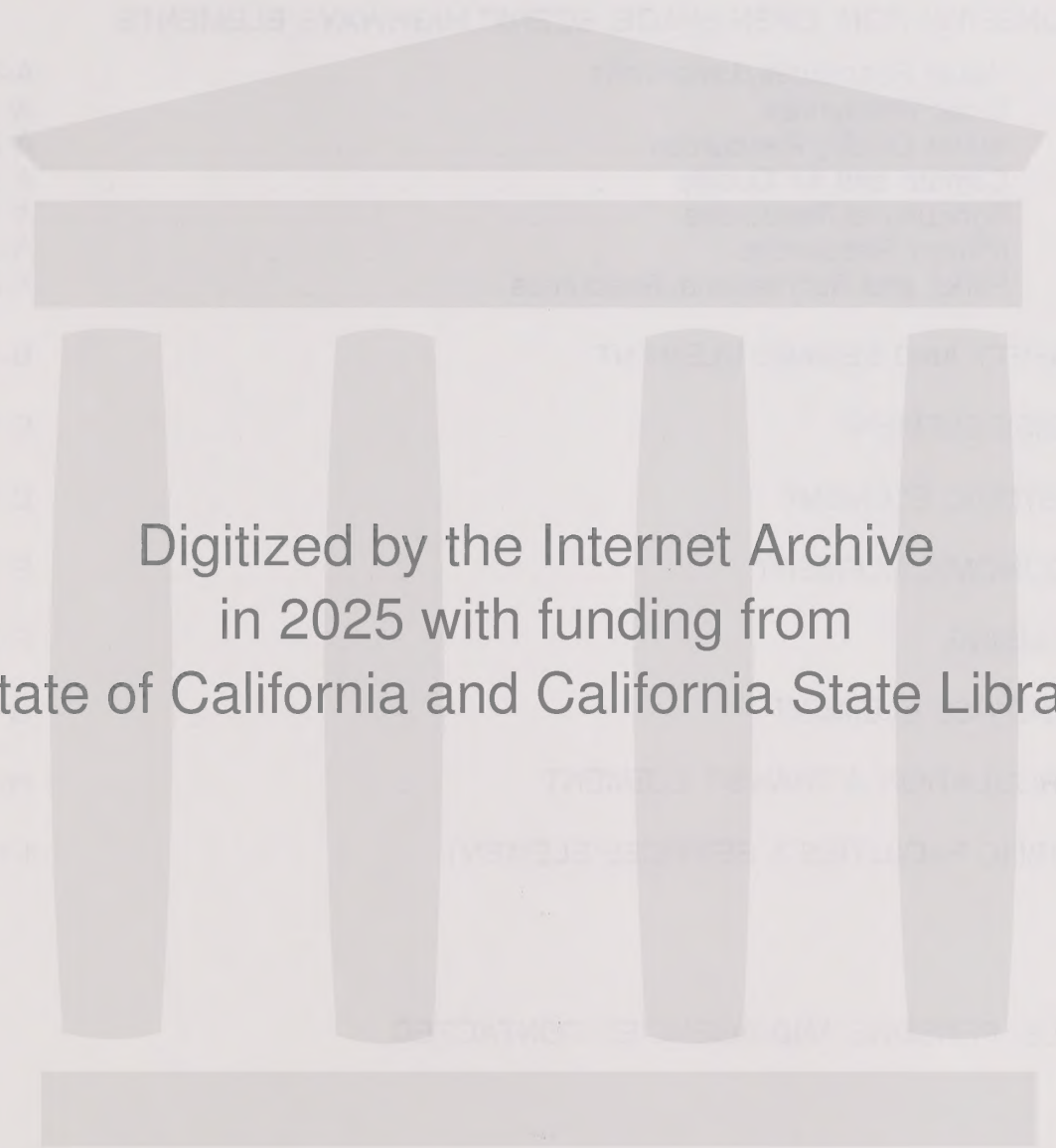
SOURCES, PERSONS AND AGENCIES CONTACTED

APPENDIX

Separately Bound on file
in Galt Planning Dept.

ENVIRONMENTAL IMPACT REPORT

On file in
Galt Planning Dept.



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INTRODUCTION

THE GALT GENERAL PLAN

Purpose of the General Plan

The fundamental purpose of this General Plan is to protect Galt's existing qualities and address local concerns as the City grows. These existing qualities and concerns were outlined in responses to a September, 1987 questionnaire sent to all residents. Many residents noted the City's small town atmosphere, quality of services, number of parks, and availability of housing as positive aspects. Others were concerned about the amount of shopping and employment opportunities, the appearance of the City, particularly downtown, the amount of noise, and the overall condition of the neighborhoods. At the same time, a substantial amount of development was pending in the Northeast Area and other parts of the City. Conditions were right for a General Plan amendment.

The State General Plan Guidelines (1987) describes the function of the General Plan in more detail; a general plan should:

- Identify the community's land use, circulation, environmental, economic, and social goals and policies as they relate to land use and development.
- Provide a basis for local government decision making.
- Provide citizens with opportunities to participate in the planning and decision making processes of local government.
- Inform citizens, developers, decision makers, and other cities and counties of the ground rules that will guide development within the community.

The Galt General Plan is intended to serve these purposes in Galt until the Year 2005.

Organization of the Plan

The Galt General Plan contains the seven mandated elements plus four optional elements as described below.

CONSERVATION & OPEN SPACE ELEMENT (Two Combined Mandatory Elements)

The primary function of the Conservation and Open Space Element is the management of natural resources and open spaces. In Galt, key issues are developed - recreation, agriculture, and floodways. Visual, mineral, biological, cultural, climatic and hydrologic resources are also addressed.

SAFETY ELEMENT (Mandatory)

The Safety Element identifies hazards which must be considered in the development of future land uses, such as earthquake faults, flood zones, hazardous wastes, and fire hazards. Plans for emergency response are also examined.

NOISE ELEMENT (Mandatory)

This Element contains provisions for the protection of residents from the health and aesthetic problems associated with noise. It evaluates existing noise levels and provides noise standards for different land uses. In Galt, key noise generators are roadways, the railroad, and industrial uses.

ECONOMIC ELEMENT (Optional Element)

The Economic Element has three features:

- i) Market Study. To determine appropriate future land use mixes based on area-wide trends;
- ii) Economic Impact Assessment. To determine the overall economic and fiscal impacts of the proposed land use mix in the City and to develop a framework for project-by-project economic impact assessment after plan adoption;
- iii) Economic Development Plan. To develop a strategy to attract desired development and investment in the City.

HOUSING/POPULATION ELEMENT (Housing is Mandatory / Population is Optional)

The draft Housing Element is proposed to meet three stated-adopted objectives:

- i) The provision of decent housing for all persons regardless of age, race, sex, or national origin;
- ii) The provision of adequate housing by location, type, price, and tenure; and
- iii) The development of a balanced residential environment with access to employment opportunities, community facilities, and adequate services.

The Element contains goals, policies, and quantified objectives in a five-year strategy to meet these three objectives.

The population portion of the Element contains necessary supporting demographic data and analysis for both the Housing Element and Land Use Element.

LAND USE ELEMENT (Mandatory)

The Land Use Element integrates all the constraints and opportunities information from the other elements into a plan for the future City. The Element contains goals, policies and implementation measures guiding land use and development. These include building density standards such as maximum building height and lot coverage. The Land Use Map shows the spatial allocation of various land use throughout the City.

HISTORIC ELEMENT (Optional)

The existing General Plan contains information on the City's historic buildings. As part of the Plan's revision, this information, as well as preservation policies and implementation measures, are updated.

CIRCULATION AND TRANSIT ELEMENT (Circulation is Mandatory)

The primary purpose of the Circulation Element is to ensure the safe and efficient movement of people and goods on existing and planned roadways. A delineation of the future backbone roadway system is provided. Additionally, all of the Highway 99 interchanges with planning area streets are evaluated for their adequacy to handle projected traffic. Potential financing mechanisms for these are discussed. The transit portion of the Element evaluates and encourage alternative modes of transportation, particularly public transit.

PUBLIC FACILITIES AND SERVICES ELEMENT (Optional)

This Element evaluates existing sewer, water, and drainage facilities, as well as police, fire, parks and schools, and projects future needs for these facilities and services. Fundamental improvements, such as treatment plants, main lines and building sites are shown on the Land Use Map.

Each element is organized as follows:

Goals	Statements of the City's ultimate purposes related to the Element topic.
Importance	A short description of why the Element goals matter in Galt
Relevant Laws and Policies	A list of the regional, State, and Federal legal/policy framework for the Element topic within which Galt must operate.
Available Information	Citations of documents and other sources of information which Galt citizens and others can consult on the Element topic. It is intended that the General Plan serve as a data base for future environmental and project review.
Existing Conditions	A description of the setting for each Element topic or resource (such as Water Quality).
Potential Conditions	Analysis of how future development and policy-making could affect the Element resource - both positive and negative outcomes are described to portray the consequences of various policy directions.
Policy/Implementation	A listing and description of adopted policies and implementation programs which are intended to achieve positive effects on the Element resource. The heart of this section is the Policies and Implementation Program table - the tables for each Element are also presented in a Policy/ Implementation handbook.

A final part of the Plan is the Appendix which is separately bound.



Quiggle Ranchⁱⁿ 1876

Aleecia Macias, Arcohe School

CONSERVATION, OPEN SPACE AND SCENIC HIGHWAYS ELEMENT

CONSERVATION, OPEN SPACE & SCENIC HIGHWAYS ELEMENT

INTRODUCTION

The State general plan law requires both a conservation element, addressing the management of natural resources, and an open space element, which focuses on providing open spaces for parks and sensitive lands such as floodplains. This General Plan combines both of these required elements into one Conservation and Open Space Element due to the similarity of these issues. In addition, the subject of scenic highways and roads is included though this is no longer a State required element. This Element combined with the Land Use Map is intended to act as the City's required Open Space Plan.

The topics included in this Element include:

Visual Resources
Biological Resources
Water Resources
Air Quality
Agricultural Resources
Mineral Resources
Parks and Recreation
Scenic Highways & Roads

Each topic is organized into the same basic format as individual elements beginning with Goals and ending with Policy/Implementation. However, because there are so many topics in this Element, the Goals for each topic are listed below. The Land Use Map includes areas designated for Open Space and Agriculture which are identified as needs in this Element.

LIST OF CONSERVATION, OPEN SPACE & SCENIC HIGHWAYS GOALS

Visual Resources

1. It shall be the goal of the City to protect its existing visual attributes in both the urban core and its more rural surroundings.
2. It shall be the goal of the City to enhance existing aesthetics whenever possible and to provide for attractive new development.

LIST OF CONSERVATION, OPEN SPACE & SCENIC HIGHWAYS GOALS (Continued)

Biological Resources

1. It shall be the goal of the City to support preservation of native plants and animals whenever possible.
2. It shall be the goal of the City to prevent impacts to threatened, endangered, and otherwise sensitive species.

Water Resources

1. It shall be the goal of the City to protect the quality and quantity of surface and ground waters.
2. It shall be the goal of the City to minimize the risks and costs resulting from floods.

Air Quality

It shall be the goal of the City to maintain air as free of unnecessary pollutants as is feasible.

Agricultural Resources

1. It shall be the goal of the City to preserve important agricultural lands, especially those lands which are uniquely suited to agriculture because of their "prime" soils (Soil Conservation Service system of Classification I and II). The City shall seek to preserve these lands while providing land for needed future urbanization in a logical manner. Priority shall be given to the preservation of agricultural lands with prime soils.
2. It shall be the goal of the City to reduce or eliminate existing and possible future conflicts between agricultural and urban uses.

Mineral Resources

It shall be the goal of the City to recognize mineral resources within its jurisdiction and to minimize conflicts between mining and other land uses.

Parks and Recreation

It shall be the goal of the City to provide varied areas for neighborhood and City-wide use of ample size, with suitable facilities and adequate maintenance and security to provide active and passive recreational opportunities for the residents of the community.

VISUAL RESOURCES

GOALS

1. It shall be the goal of the City to protect its existing visual attributes in both the urban core and its more rural surroundings.
2. It shall be the goal of the City to enhance existing aesthetics whenever possible and to provide for attractive new development.

IMPORTANCE

The appearance of Galt is important to existing and future residents as well as to visitors. An attractive city contributes to the maintenance of property values and the quality of life. Retention of Galt's rural image was cited as a positive feature by many of the citizen participants in the General Plan update and it is likely that this will continue to be valued by Galt residents.

RELEVANT LAWS AND POLICY

The California Scenic Highway Program, established by Senate Bill No. 1467 in 1963.	Provides for a statewide system of scenic highways which are signed and included on various maps. Local highways can be included if certain protections are initiated by the local government.
The California Environmental Quality Act (CEQA). Established in 1970.	CEQA Guidelines, Section 15126 list scenic quality as a topic for consideration in environmental review.
County of Sacramento General Plan, Zoning Ordinance and Sign Ordinance.	The General Plan and Zoning Ordinance identify Twin Cities Road between Highways 160 and 99 for scenic corridor protection, and this is implemented by the Sign Ordinance.

AVAILABLE INFORMATION

The Scenic Route: A Guide for the Official Designation of Scenic Highways. October 1982. State of California, Business, Transportation and Housing Agency, Department of Transportation.

California State and County Scenic Highways (map). January 1, 1982. State of California, Business, Transportation and Housing Agency, Department of Transportation.

The Sacramento County General Plan. As Amended through April 1985. Sacramento County Planning and Community Development Department.

Northeast Area Specific Plan Environmental Impact Report. 1987. City of Galt.

EXISTING CONDITIONS

The City contains both urban and rural visual resources. This section primarily addresses rural visual resources for the following reasons:

- The City's key urban visual resources are in its historic district, its Civic Center area, and in its parks; the visual aspects of these areas are taken into consideration in the Historic Element, the Land Use Element, and the Conservation and Open Space Element.
- Scenic highway corridors, which involve rural visual resources, are not explicitly addressed in any other elements of the General Plan.

In rural areas, a majority of viewers are motorists, and thus the focus of this discussion is on roadside views.

Two things are important in evaluating visual resources, their quality, which depends on the variety and uniqueness of the landscape, and sensitivity, which depends primarily on the number of viewers which see the landscape.

City's Urban Visual Aspects

State Highway 99, with existing daily traffic of 27,000 vehicles, is bordered with lands having the highest visual sensitivity in the City. However, their visual quality within the City is generally low due to the existing commercial and residential development along the Highway, some of which is in poor condition (see Visual Resources Map). The County Sign Ordinance designates Highway 99 outside of the City as a Special Sign Corridor. In the undeveloped portions of this corridor, the Land Use Map primarily envisions moderate density residential use buffered from the highway with a noise barrier. This barrier will also block views along the highway. Highway 99 provides the main entrances to the City. Currently the "C" street offramps give most motorists their first view of the City. Coming off the overpass, the driver sees a line of mature eucalyptus on the right and then the red tile roof of the Civic Center on the left. In the foreground before the Civic Center is a landscaped median island with a monument style sign bearing the City's name.

Scenic Highway Corridors

Twin Cities Road is a State Route (104) which carries about 4,100 vehicles each day and thus forms a visual corridor which is less sensitive than the Highway 99 corridor. Within the planning area, the corridor has generally moderate visual quality - it is a landscape of low variety but it has an open, agricultural character which is not currently unique to the area, but is recognized as pleasing and valued by residents and visitors. Beginning within the western fringes of the planning area the road travels through heavily vegetated marshy land and the riparian trees of the Cosumnes River, both of which are characteristic of the Central Valley before its alteration for agricultural and urban uses. Thus this portion of the corridor has both high variety and high uniqueness, resulting in overall high visual quality. For this reason, the Sacramento County General Plan (1985) established Twin Cities road between Highway 160 and Highway 99 as a proposed scenic corridor, and this road segment is protected by the County's Sign Ordinance with the designation of Special Sign Corridor.

Several rural roads within Galt's Sphere of Influence, such as Marengo, Christensen, Sargent, Kost, New Hope, Harvey, Orr, Pringle, and Live Oak have low traffic volumes, but generally moderate sensitivity since the users of these roads are mostly local residents who likely have a high concern for the rural character of these areas. The visual quality of these areas is generally moderate. Dry Creek forms a visual corridor of high quality due to its native streamside vegetation and bordering floodplain. Currently, this corridor is viewed at a distance from Kost Road, but segments of it may become more visually prominent as development approaches.

Within the City limits, some roads are lined with native or old orchard trees, even though they are adjacent to or amid residential development. The primary examples are:

- Walnut trees on H Street between 4th and Joy, and on Joy Street about 200 feet south from H Street;
- Oak trees along A Street/Harvey Road west of the Emerald Park subdivision; and
- Oak trees along 2nd Street between C and E Streets. In the area two large parcels west of 2nd contain a dense stand of oaks which complement the live oaks in Harvey Memorial Park which also provide a pleasing backdrop to new homes in the South Fork subdivision.

These street trees bring a rural feel into the City and provide relief to urban paving and structures.

City's Open Spaces

Galt does have the benefit of two relative large open spaces within its urban core, the Chabolla Park/Flea Market and the railroad lands. Chabolla Park, with its turf and play fields, is visually appealing and complements the Civic Center. However, the adjacent Flea Market site is unpaved land surrounded by a chain link fence. The City receives complaints from nearby residents about its appearance and the dust which rises from Flea Market activities. The General Plan Community Questionnaire results included numerous comments on the degraded aesthetics of the Flea Market area.

The railroad corridor contains open land, approximately 200 feet in width on both sides of the tracks. The land is owned by Southern Pacific Railroad Company, which has policies against allowing structures and uses which might conflict with railroad operations. One small park does exist at the northwest corner of "C" and 4th Streets next to old warehouses which contain a manufacturing use. The remainder of the railroad corridor land is unpaved and unused; it is generally unattractive, but the fact that it is open provides unique and appealing views of downtown historic facades.

POTENTIAL CONDITIONS

The Highway 99 visual corridor will continue to have low visual quality where there is existing development, and some current views of agricultural fields will be blocked by noise barriers. In order to reduce the visual impact of the noise barriers, they are required to be combined berms and walls, rather than walls alone. In addition, planting is required adjacent to the walls (see Noise Element).

Twin Cities Road east of Highway 99 and west of Marengo Road will also have a combined berm/wall noise barrier. West of Highway 99, Twin Cities Road passes through land which is within the 1989 Sphere of Influence. This Plan recommends agricultural and low density residential use of most of this

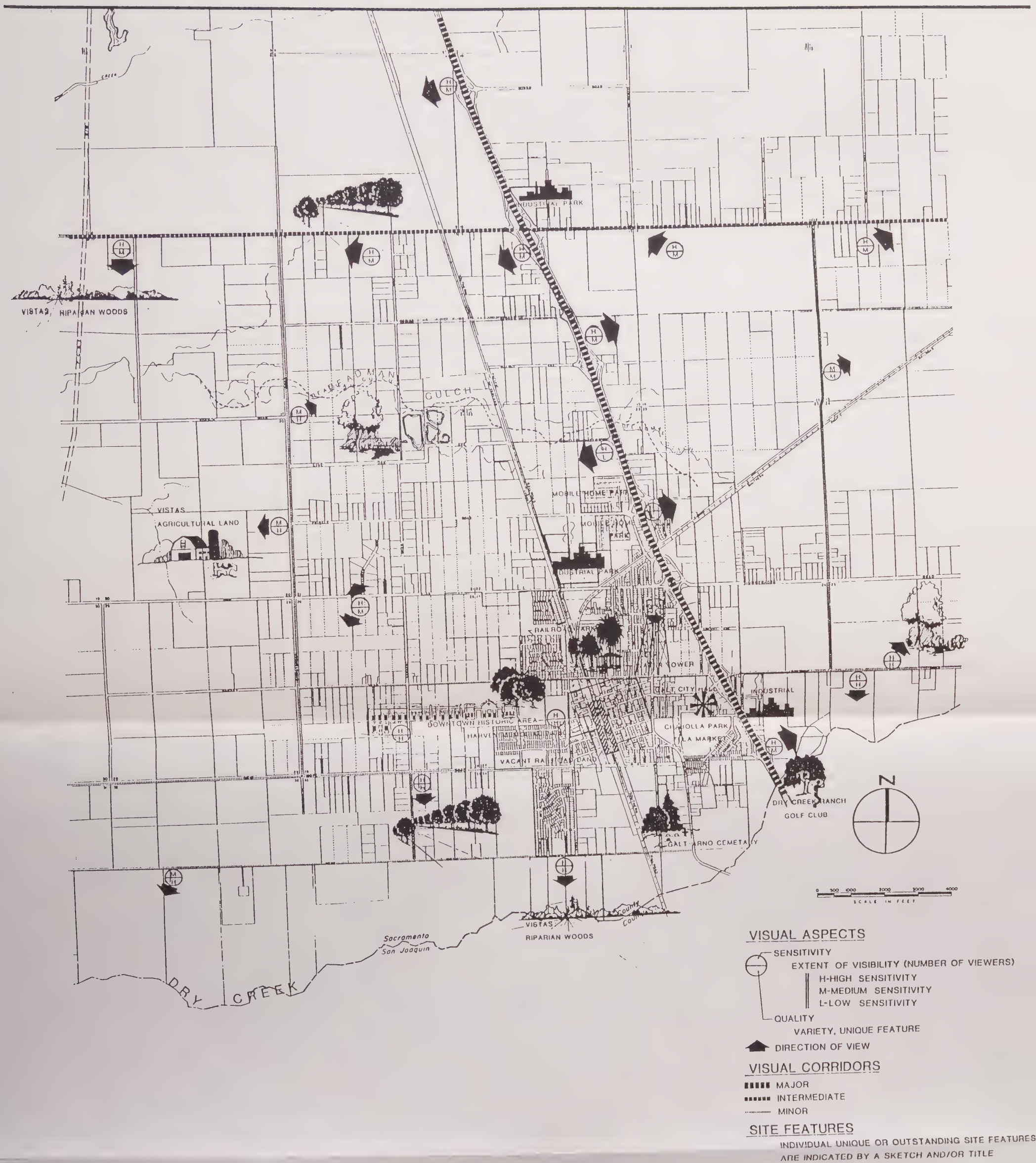
corridor. Given inevitable increases in traffic on Twin Cities as Galt grows, there may be more interest in placing signs along the road. As long as the corridor is part of the County, the County's Sign Ordinance will govern their placement and appearance (assuming the road is not dropped from the Ordinance). If the corridor is annexed, the City can either continue the sign controls that the County has instituted or it can be permissive with regard to sign design. The latter course would allow clutter along Twin Cities Road and lower its scenic quality.

If the City supports sign controls, it could also attempt, in cooperation with the County, to have Twin Cities Road officially designated by the State as an Eligible State Highway in the system of Scenic Routes. This would require the City and County to request the local State Representative to bring the matter before the Legislature. If this body agreed to enact legislation placing the road in the "Master Plan of State Highways Eligible for Official Scenic Highway Designation", then a "corridor study" would have to be prepared and local aesthetic controls would have to be demonstrated before the state would consider making the road an actual Scenic Highway. The benefits of this to the City would be that this road to Galt would be shown on maps as a Scenic Highway. This could have some effect in bringing visitors to the City. The policies which follow call for sign controls as a means of implementing the scenic controls and setting the stage for possible State eligibility (see Visual Resources Policy #1).

The two-lane roads in the Sphere of Influence are likely to retain their rural character where the General Plan calls for low density residential use and where thoroughfares are not needed. This is not the case for Marengo between Twin Cities and Simmerhorn, where moderate densities are planned.

Drainages in the planning area are visual amenities. Dry Creek is attractive and can be viewed at a distance from Kost Road; the General Plan designates Dry Creek as open space. The General Plan also designates other drainages, such as Deadman Gulch, as open space, but acknowledges that they may have to be altered for flood control purposes since many have been converted from their natural state to agricultural purposes. The Biotic Resources section of this General Plan calls for naturally appearing floodways with plantings of native vegetation. This will be a visual benefit. The accessibility of these amenities will depend on road and parkway alignments, park placement, and lot design. Roads adjacent to the floodways will offer maximum visibility, while lots backing onto the floodways will provide the least visibility.

As the City grows, there will be a need for additional heavily-used entrances, most likely at Twin Cities Road, Walnut Avenue, and possibly Crystal Way. This will provide an opportunity to establish additional attractive entries identifying Galt.



CITY OF GALT

GENERAL PLAN Planning Concepts

VISUAL RESOURCES MAP

Local tree-lined streets within the City are few. The City can either take efforts to retain them for their visual relief and rural character or allow them to be removed as development occurs, in which case the streets would lose their distinctiveness. The policies which follow emphasize tree retention (see Visual Resources Policy #2).

The oak stand near Harvey Memorial Park could be lost if the two large lots are subdivided. This is not likely in the short-term or mid-term since each lot contains a home in good condition. A stand of oaks northwest of Valley Oaks School is an attractive feature and may provide an opportunity to create a park which could be used in conjunction with the school grounds.

A landscaping and paving plan for the Flea Market was recently prepared and will serve to enhance this currently visually degraded area. The Plan includes only minimal landscaping. Trees could be used to define parking and merchant stall spaces, and shrubs or vines could be used to partially screen and enhance the appearance of the peripheral chain link fence.

Similarly, the aesthetics of the railroad corridor could be substantially enhanced by obtaining a lease from Southern Pacific for low intensity uses such as parking or parks, which would retain the open feel of the corridor and continue to permit views of the area's historic facades. Revitalization of historic structures in this area is addressed in the Historic Element.

POLICY/IMPLEMENTATION

Previous General Plan Policies. The 1984 General Plan encouraged preservation of historic and cultural resources and the acceptance of protective easements in these areas. Recreational developments that enhance scenic values were also encouraged.

CONSERVATION, OPEN SPACE & SCENIC HIGHWAYS ELEMENT POLICIES AND IMPLEMENTATION PROGRAMS

Subject/Policies	Implementation Programs	Responsibility/Funding	Proposed Timing
Visual Resources			
1. Provide sign protection for Twin Cities Road, if that area is annexed to the City, so that it remains in its current aesthetic condition.	<ul style="list-style-type: none"> a. Addition of sign controls to the Zoning Ordinance based on provisions of the County's ordinance. b. Prezoning with sign controls along the road corridor based on the provisions added to the Zoning Ordinance. c. Sign controls from the revised zoning ordinance. 	<p>City Planning Department and Council (a-c) Funding: Zoning Ordinance Update</p>	<ul style="list-style-type: none"> a. & b. Two to 5 years from adoption of the General Plan
2. Require that the design of new road-ways and bicycle/pedestrian paths accommodate existing vegetation in windrows, fencerows, and stream courses whenever possible.	Revise the Street Tree ordinance and City roadway standards to include standards on tree preservation in side-walk easements.	<p>City Planning Department and Council Funding: Ordinance Update</p>	Two to 5 years from adoption of the General Plan
3. Provide for visual accessibility to floodways.	<ul style="list-style-type: none"> a. Include in City's floodplain ordinance a requirement for direct roadway access at least 2/3 the length of any particular stream (perennial or intermittent) and associated floodway section being developed (both sides); include as part of this ordinance, an explanation of the nexus between the requirement and the impact of development. Reference may be made to the discussion on pages A-5 and A-7 as well as to the Visual Resources Map. b. Implement Subdivision Map Act requirements per public access to navigable streams. 	<p>City Planning Department and Council Funding: Zoning Ordinance Update</p>	Two to 5 years from adoption of the General Plan
4. Continue to seek ways to provide landscaping, paving and other aesthetic improvements at the Flea Market site.	a. Direct staff to continue exploring financing alternatives.	a. City Manager, Engineer, Planning Department and Council.	a. On-going
5. Continue to explore the possibility of City use of the railroad lands in negotiations with the Southern Pacific Railroad Company.	<ul style="list-style-type: none"> a. Continue negotiations with Southern Pacific. b. Conceptually approve a Railroad Town Square Improvement Plan using elements of the proposal contained in this Element. 	City Manager and Council (a-b)	<ul style="list-style-type: none"> a. On-going b. Through adoption of General Plan
6. As new Highway 99 interchanges are developed to serve the City, provide landscaping, City signs and other entry treatments in set-backs.	Review development proposals and highway improvement plans for possible sites for special entry treatment.	City Planning Department and Public Works Dept	On-going
7. Retain areas of important tree groupings to the maximum extent possible.	Review all development proposals for tree retention design possibilities. Include intent statement in Grading Ordinance.	<p>Planning Department City Council Funding: Zoning Ordinance Update</p>	<p>Review: immediate Ordinance Update: within 2 to 5 years of General Plan adoption</p>

BIOTIC RESOURCES

GOAL

1. To protect native plants and animals whenever possible.
2. To prevent impacts to threatened, endangered, and otherwise sensitive species.

IMPORTANCE

Scenery, recreation, education, soil and streambed stabilization links to regional plant and animal communities.

RELEVANT LAWS AND POLICY

California Environmental Quality Act (1970, CEQA)	Requires review of projects for possible impacts on the environment including the biotic environment.
National Environmental Policy Act (1969, NEPA)	Similar to CEQA, but applies to federally funded or initiated projects.
California Fish and Game Code	Protects "rare" and "endangered" species and regulates management of game species.
California Native Plant Protection Act (1977)	To preserve, protect, and enhance endangered plants of this state.
Federal Endangered Species Act (1973)	Protects "threatened" and "endangered" species.

(Continued . . .)

RELEVANT LAWS AND POLICY (Continued)

Federal Clean Water Act (1972)

Contains Protections for wetland habitats.

AVAILABLE INFORMATION

General descriptive information has some educational value, but data from field surveys from qualified biologists are necessary to comply with the laws listed above. Data are necessary prior to project approval and, in Galt, are primarily needed when water-influenced habitats are involved. Existing data sources are listed below.

Final Environmental Impact Report (EIR)
for the Galt Redevelopment Project.
May 1982. (Sacramento County)

- AREA OF COVERAGE: A large area of the City predominately, but not exclusively on the west side of Hwy 99.
- Describes urban adapted plants and animals; grasslands and riparian streambeds via excerpts from previous General Plans.
- TYPE OF COVERAGE: descriptive, no field surveys

Northeast Area Specific Plan and EIR
1987 (City of Galt)

- AREA OF COVERAGE: 1200 acres east of Highway 99 and south of Twin Cities Road containing agricultural lands and Deadman Gulch.
- TYPE OF COVERAGE: descriptive with a botanical survey of Deadman Gulch, and a herpetology survey for the Giant Garter Snake in Deadman Gulch.

California Natural Diversity Data
Base

- AREA OF COVERAGE: any locations where sitings occur.
- TYPE OF COVERAGE: accept confirmed and unconfirmed reports of field settings

EXISTING CONDITIONS

Galt is located in the Great Central Valley plant belt as described by Storer and Usinger (1963). Originally, the Great Valley encompassed plains of bunchgrass and extensive marshes and overflow areas along rivers. Today the bunchgrasses have been replaced by annual, often introduced, grasses, and the marshes have been mostly reclaimed by levees. Largely as a result of wetland loss in the Central Valley, 91% of California's original wetlands have been lost. Nevertheless, the remaining habitat in the Valley still contains numerous plant and animal species, including the following 'characteristic inhabitants' (Storer and Usinger):

Fremont cottonwood
Misc. willows
Valley Oak

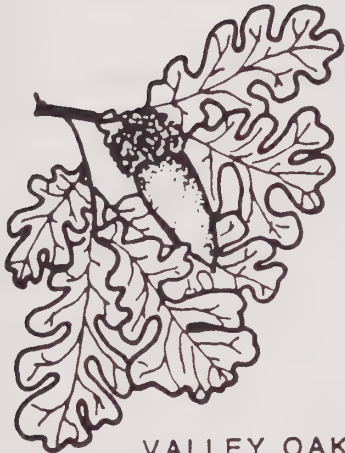
Wood duck
Red-bellied hawk
Calif. horned lark

Yellow-billed magpie
Cottontail
Golden beaver

Lands surrounding Galt reflect this common pattern of alteration through agricultural use and flood control.

Those lands within the planning area which are not covered in impervious surfaces almost entirely consist of earth which is in cultivation or has at some time, been cultivated with field crops. The few exceptions include vegetation along streets, water courses, and in the cemetery, the old sewage treatment ponds, Harvey Memorial Park, and a few large lots and orchards. The Vegetation Map shows these areas. The most valuable habitats are those which are water-influenced - generally those remaining riparian zones along rivers, such as the Mokelumne and the Cosumnes, and along creeks such as Dry Creek and Deadman Gulch, but also ponds called vernal pools which contain water during the winter and spring and dry during the summer.

These water-influenced areas are most likely to contain special plants and animals. The following table lists species of concern in Sacramento County (based on a list of target taxa from the "Draft EIR, Laguna Creek Ranch General Plan Amendment, Community Plan Amendment and Rezone", Sacramento County, 1985). Five of the ten plants listed have habitats described specifically as vernal pools. Two others, types of orcutt grass (*Orcuttia viscida* and *Tuctoria greenei*) are also found in vernal pools, though their habitat is listed as 'drying mud flats' and moist open places, respectively. Bogg's Lake hedgehyssop (*Gratiola heterosepala*) is generally found in wet places. Hartwig's pseudobahia (*Pseudobahia bahifolia*) is found on dry, gravelly soil or grassy slopes and the location of Red Bluff rush (*Juncus leiospermus*) is listed as low places in grain field. There are three principal locations of vernal pools in the planning area, all east of Highway 99. None of these pools have been surveyed during the flowering period, though two were viewed by a botanist in winter and found to be somewhat disturbed (City of Galt, 1987).



VALLEY OAK



YELLOW-BILLED MAGPIE



HORNED LARK

Riparian habitat is a key resource for both plants and animals, common and rare. Special plants and animals recorded along surrounding watercourses indicate the potential that water courses hold, including some within the planning area.

The Natural Diversity Data Base (NDDDB) is an information system maintained by the California Department of Fish and Game which records sightings of special plants and animals and natural communities. The data available indicates the legal status of the species observed, as well as a ranking by the NDDDB of the general status of a species, based on its rarity and distinctiveness. These categories are listed below.



BEAVER

SENSITIVE PLANTS

Sacramento County Target Taxa, Flower Times, Administrative Habitat, and Notes

Taxon	Flowering Time	Status			Habitat ²	Notes
		Federal	Calif.	C.N.P.S. ¹		
<u>Chamaesyce</u> (formerly <u>Euphorbia</u>) <u>Hooveri</u> (Hoover's spurge)	July	C ³	E ⁴	R-E ⁵	Dried mud flats; valley grassland	Seriously threatened by loss of its vernal pool
<u>Gratiola heterosepala</u> (Bogg's Lake hedgehyssop)	April-July	C	E	R-E	At 2900 ft shore of Boggs Lake, Lake County	Threatened by agriculture and development
<u>Juncus leiospermus</u> (Red Bluff rush)	April	C	-	R-E	Low places in fields of the valley grassland	
<u>Legenere limosa</u> (Greene's Legenere)	April-May	C	-	R-E	Dried beds of vernal pools; valley grassland	Many historic occurrences extirpated (destroyed)
<u>Neostaphia colusana</u> (Colusa grass)	May-July	C	E	R-E	About vernal rain pools; valley grassland	Threatened by agriculture
<u>Orcuttia pilosa</u> (Hairy Orcutt grass)	May-July	C	E	R-E	Vernal pools; valley grassland	Seriously threatened by loss of habitat
<u>Orcuttia tenuis</u> (Slender Orcutt grass)	May-July	C	E	R-E	Vernal pools; valley grassland, foothill woodland	"
<u>Orcuttia viscida</u> (formerly <u>O. californica</u> var. <u>viscida</u>) (Sacramento Orcutt grass)	June-July	C	E	R-E	Drying mud flats; valley grassland	"
<u>Pseudobahia bahifolia</u> (Hartweg's pseudobahia)	March-May	C	E	R-E	Widely scattered on dry gravelly soil or grassy slopes, 100-1000ft; valley grassland	"
<u>Tuctoria Greenei</u> (formerly <u>Orcuttia</u>) (Greene's Orcutt grass)	May-July	C	E	R-E	Moist open places; valley grassland	Threatened by loss of habitat

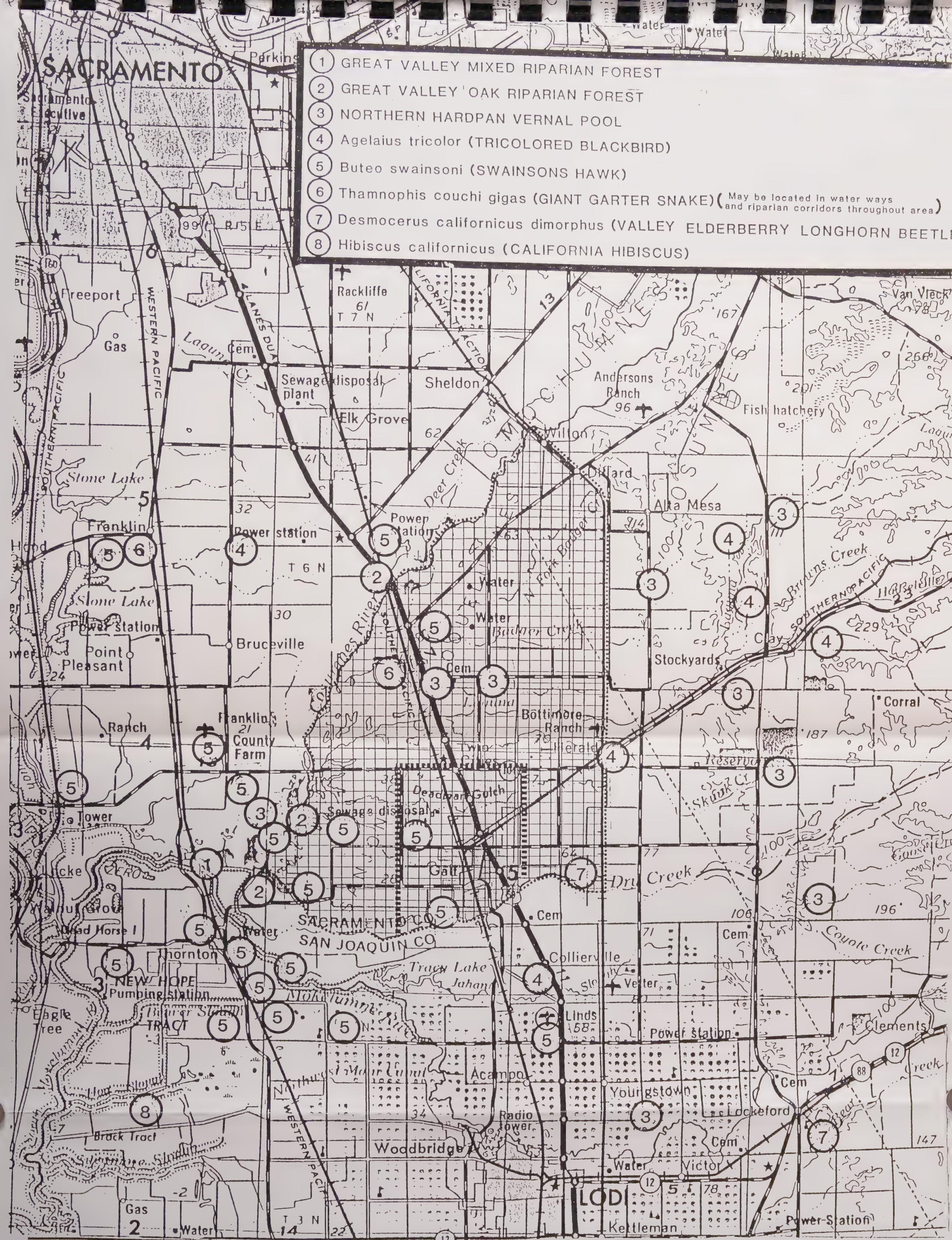
¹ California Native Plant Society. September, 1984. Inventory of Rare and Endangered Vascular Plants of California.

² Munz, Philip A. and David D. Keck. 1959. A California Flora and Supplement. University of California Press.

³ C: Candidate for Federal designation under the Endangered Species Act.

⁴ E: Designated as Endangered under the California Plant Protection Act.

⁵ R-E: Considered as "Rare and Endangered" by the California Native Plant Society.



SPECIES NOTED BY THE NATURAL DIVERSITY DATA BASE
(Inventory of Rare and Endangered Vascular Plants
of California 1984)

Species / Community	Legal Status	NDDB Priority Status
Giant Garter Snake <u>Thamnophis couchi gigas</u>	Federal Candidate 2 California Threatened	B2.2
Northern Hardpan Vernal Pool	N/A	B1.2
Swainson's Hawk <u>Buteo swainsoni</u>	California Threatened	B1.2
Valley Oak Riparian Forest	N/A	A2.2
Valley Elderberry Longhorn Beetle (<u>Desmocerus californi- cus dimorphus</u>)	Federal Threatened	B1.2

LEGAL STATUS	NDDB PRIORITY STATUS
FED: Endangered = Federally Listed Endangered	A1.1 Extremely rare, endangered, and unprotected species
FED: Threatened = Federally Listed Threatened	A1.2 Extremely rare and threatened species
FED: Prop Endang = Proposed for Federal Listing as Endangered	A2.1 Very rare, endangered, and unprotected species
FED: Prop Threat = Proposed for Federal Listing as Threatened	A2.2 Very rare and threatened species
FED: Candidate 1 = Candidate for Federal Listing, Category 1	B1.1 Rare and endangered species or Extremely rare, endangered or threatened subspecies
FED: Candidate 2 = Candidate for Federal Listing, Category 2	B1.2 Rare and threatened species or Very rare, endangered or threatened subspecies
FED: List 3A = Withdrawn from candidacy for Federal Listing	B2.1 Uncommon and threatened species or Rare and endangered subspecies
FED: List 3B = Withdrawn from candidacy for Federal Listing	B2.2 Rare and not threatened, or peripheral and endangered in California only, species or Rare and threatened subspecies
FED: List 3C = Withdrawn from candidacy for Federal Listing	B3.1 Uncommon and declining, or peripheral and threatened in California only, species or Uncommon and threatened, or peripheral and endangered in California only, subspecies
CALIF: Endangered= California Listed Endangered	B3.2 Wide-spread and declining species or Uncommon and declining, or peripheral and threatened in California only, subspecies
CALIF: Threatened= California Listed Threatened	BU Possibly threatened, needs more information
CALIF: Rare = California Listed Rare	Natural Communities are considered as being either species or sub- species equivalents.

SPECIES NOTED BY THE FISH AND WILDLIFE SERVICE
(Letter dated February 14, 1990
Contained in the Final General Plan EIR)

Species	Status
California tiger salamander (<u>Ambystoma tigrinum californiense</u>)	Category 2 candidate for federal listing
Longhorn fairy shrimp (<u>Branchinecta new species</u>)	Recommended for candidate status
Vernal pool fairy shrimp (<u>Branchinecta new species</u>)	Recommended for candidate status
California linderiella (<u>Linderiella occidentalis</u>)	Recommended for candidate status
Tricolored blackbird (<u>Agelaius tricolor</u>)	Category 2 candidate
San Joaquin pocket mouse	Category 2 candidate

Definitions

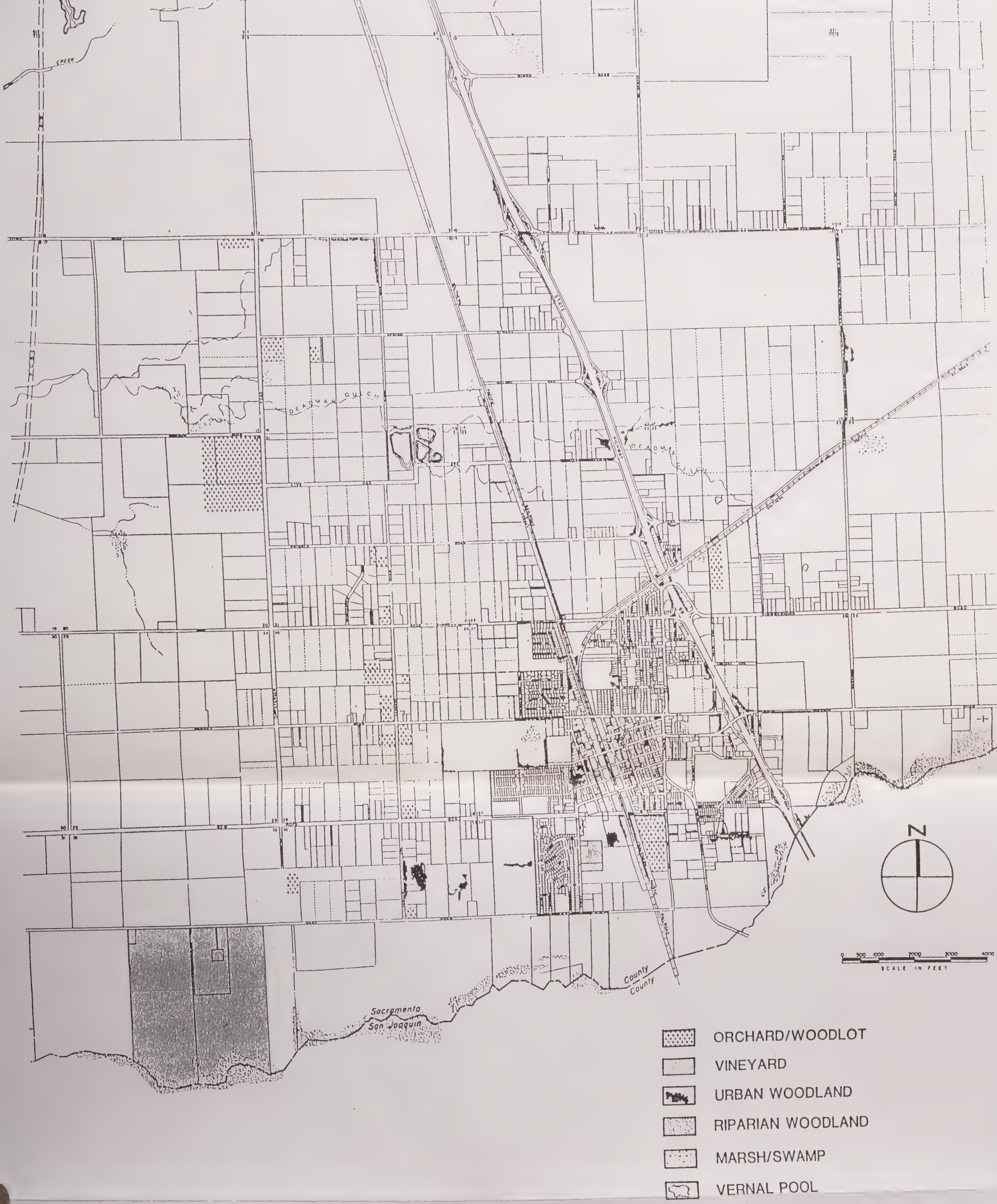
State
The definitions of "endangered" and "rare" are found within the legislation itself (Section 1900, Chapter 10 of the Fish and Game Code.):

A native plant "is rare when, although not presently threatened with extinction, it is in such small numbers throughout its range that it may become endangered if its present environment worsens".

A native plant "is endangered when its prospects of survival and reproduction are in immediate jeopardy from one or more causes."

Federal
(6) The term "endangered species" means any species which is in danger of extinction throughout all or a significant portion of its range other than a species of the Class Insecta determined by the Secretary to constitute a pest whose protection under the provisions of this Act would present an overwhelming and overriding risk to man.

(20) The term "threatened species" means any species which is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range.



CITY OF GALT

GENERAL PLAN Planning Concepts

VEGETATION MAP

In the vicinity of the planning area the following sitings of special plants, animals and communities have been reported.

The Giant Garter Snake may occur within the planning area. The following description of the snake is excerpted from the "Draft EIR, Laguna Creek Ranch" (Sacramento County, 1985):

The Giant garter snake is one of the most aquatic of garter snakes; its preferred habitat is permanent tulle-cattail marsh with standing water although it also frequents temporary water such as flooded rice fields and irrigation canals. This snake feeds on fish and amphibians by foraging along the watercourses. The active season (March-October) is spent basking on stream banks or draped over emergent vegetation.

The winter months are spent in dormancy, usually in borrows above the high water line. Grazed areas are characterized by compacted soils, few rodent burrows and sparse vegetation and therefore provide very little cover for the Giant garter snake seeking refuge during floods.

The Giant garter snake grows to a length of four feet. The Northeast Area of the City was surveyed October, 1986 by U.C. Berkeley herpetologist Dr. Ted Papenfus and an assistant. Briefly, the survey found that Deadman Gulch east of Highway 99 within the City is not suitable Giant garter snake habitat primarily due to alterations made by farmers. No snakes were observed. If the Giant garter snake is present within the planning area it is most likely to be in Dry Creek in the western reaches of Deadman Gulch.



GIANT GARTER SNAKE



SWAINSON'S HAWK

The Swainson's hawk habitat is varied, including dry plains, open foothills, alpine meadows, rangelands, open forests and sparse trees; nesting areas are also variable (Sacramento County, 1986).

The Valley Elderberry longhorn beetle was reported by the NDDB east of the planning area along Dry Creek. This beetle could be present in the planning area anywhere elderberry bushes are found - primarily along streams.

As shown on the Regional Biotic Resources Map, many of the special species and habitats occur in the vicinity of the Cosumnes River, where undisturbed riparian habitat still exists. Over 1,000 acres in this area is now protected by the recently established Nature Conservancy Preserve near Galt. The preserve is made up of a number of non-contiguous segments of the Cosumnes River corridor between I-5 and Highway 99, largely in the northwest portions of the corridor. However, a segment has recently been bought by the State which extends south to Orr Road near Galt.



VALLEY ELDERBERRY
LONGHORN BEETLE

Within the planning area, intact riparian habitat occurs principally along Dry Creek, although sections of Deadman Gulch and other Cosumnes tributaries in the western portion of the planning area, outside of the current Sphere of Influence, are relatively undisturbed.

Thus, in summary, the water-influenced habitats remaining in Galt, particularly along Dry Creek, have the potential to contain at least 3 sensitive species as well as a wide variety of other plants and animals.

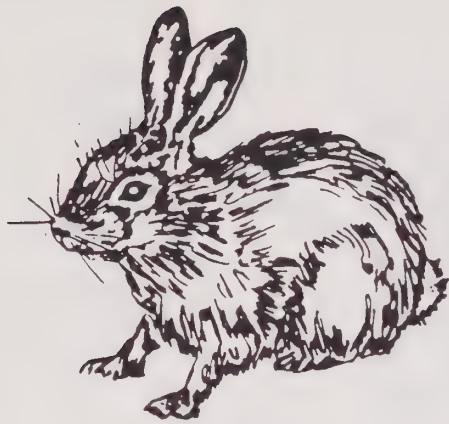


BLUE ELDERBERRY

Potential Conditions

Cities and native plants and animals generally don't mix. Buildings and pavement and human activity preclude most species which previously occupied the area. Thus, as Galt grows, more plants and animals will become displaced. As land now on the City's periphery develops the primary change will be from species typical of farmlands, such as field crops, quail, mourning dove, meadow lark, red-winged blackbird, and grasshopper sparrow, to a few urban-adopted species such as mockingbirds and house sparrows. If peripheral suburban density housing occurs on the fringe of the city then there will be opportunities for additional animals (Leedy, et.al., 1978). The Land Use Map provides for Residential/Agricultural designations on the periphery of much of the City.

Other opportunities for protection of plants and animals within Galt may include parks, floodways, cemeteries, golf courses, and roadside green corridors. Together these places could provide habitat for a variety of animals including:

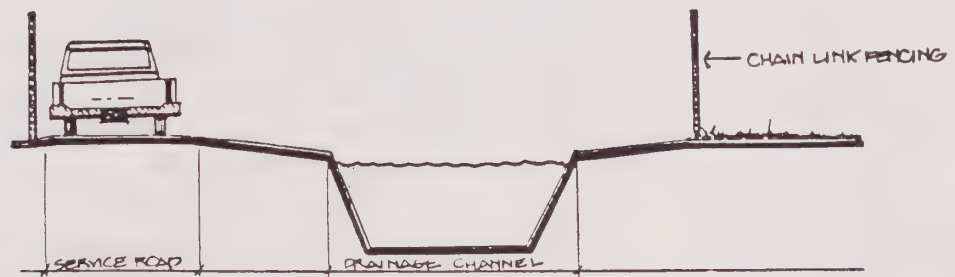


COTTONTAIL

- Various waterfowl
- Aquatic insects and invertebrates
- Various birds
- Squirrels and chipmunks
- Raccoons
- Rabbits
- Mice, moles and shrews
- Bats
- Reptiles and amphibians

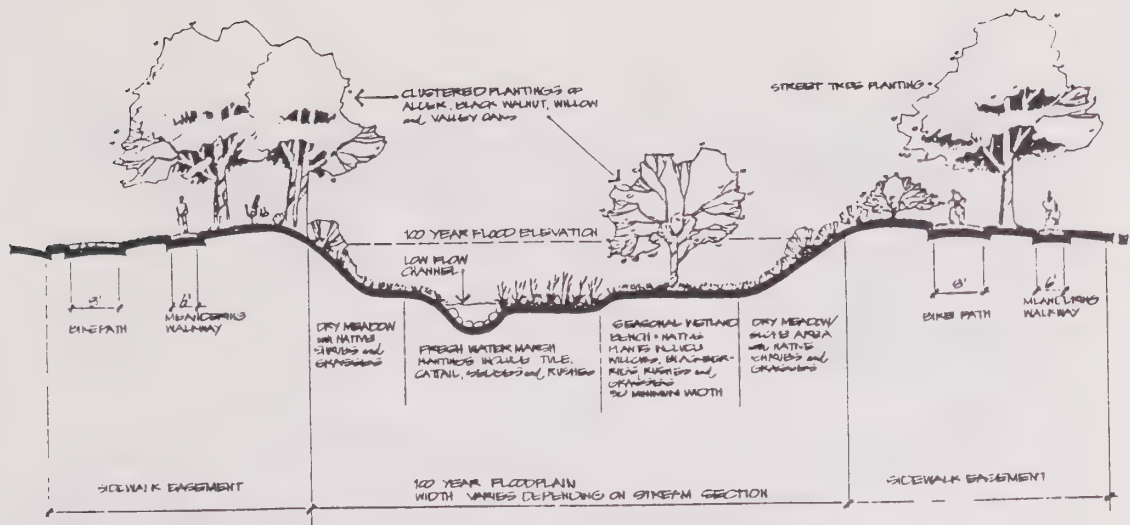
Galt's most valuable habitat is along streams, and the diversity of plants and animals retained will depend largely on the degree to which the streams can be protected.

There are two ways in which streams and floodways can be treated in urban areas, one which can be called utilitarian and the other which can be called natural. The utilitarian channel takes only the need for floodwater conveyance into account. As shown in the sketch below, it has an urban appearance with straight, steep banks and little opportunity for plant growth.



utilitarian floodway concept

The natural floodway is seen in more recently developed areas. Elk Grove's Laguna Creek and Galt's Northeast Area are planned to contain natural floodways. The natural floodway is broader than the utilitarian channel and it contains varied channel banks and other topographical features allowing for the retention and/or regeneration of various plants.



natural floodway concept

A natural floodway provides diverse habitat for both aquatic and terrestrial plants and animals. Floodway plants reduce erosion and sedimentation and can trap a variety of waterborne pollutants. And, perhaps of most importance, a natural floodway provides an open space corridor which can link larger open spaces.

In California this urbanization, combined with agriculture, has resulted in much habitat loss; most significantly, is loss of riparian habitat of which only 9% remains (Patterson, 1986). Thus, the need for natural floodways is clear.

As more and more land becomes urbanized, provision of open space corridors linking larger open areas is probably the most important thing cities can do to assist in conserving native plants and animals. Cumulatively, loss of native habitat is substantial:

Each decade's new growth will absorb an area greater than the entire state of New Jersey; and each year the equivalent of 2.5 times the Oakland-San Francisco Metropolitan region must be built to meet the nation's housing goals. (Leedy, et.al., 1978)

Within cities the best way to plan for vegetation and wildlife is to examine the areas which are most likely to remain undeveloped, such as floodway, road corridors, parks and other open spaces. These areas form the basic wildlife network which can be modified for better results with consideration of the following factors (Leedy, et.al., 1978):

- 1) Habitat value;
- 2) Threatened and endangered species;
- 3) Plants of value to wildlife;
- 4) Adjacent land uses; and
- 5) Continuity in open space corridors.

A-18



FREMONT COTTONWOOD



RED WILLOW



WOOD DUCK

As discussed under Existing Conditions, Galt's valuable habitats are those which are water-influenced: Dry Creek, Deadman Gulch, smaller streams, and vernal pools. The streams are among those areas which are least likely to develop. Vernal pools are not typically viewed as a flood hazard and are thus more vulnerable to development.

With the exception of vernal pools, potential habitat for threatened and endangered species is also primarily confined to the undisturbed drainages which are least likely to develop. Similarly, the plants of value to wildlife are also concentrated in stream corridors, since the cultivated crop in Galt's agricultural areas, by themselves, are not of high value to a wide diversity of animals.

As a result of these concerns, the Galt Land Use Map designates the 100 year floodplains within the Planning Area as Open Space. Manipulation of these areas should only be allowed if increased flows will increase the size of the floodplain or to provide for recreation uses.

Open Space Linkage and Trail Oriented Recreation

Continuity in open spaces can be achieved when a corridor through the City links larger open spaces. Those surrounding Galt are principally the Cosumnes Nature Conservancy Preserve, the Dry Creek Golf Course, and the Dry Creek floodway in general. The more linkage Galt can provide between these areas the better, and the more continuous these links can be, the more effective they will be. Within Galt, trails within these corridors would be possible. In addition, because the drainages eventually lead to the County's Cosumnes River Preserve, the possibility of a continuous path system exists.

POLICY/IMPLEMENTATION

Previous General Plan Policies. The 1984 General Plan encourages the promotion of nature study and environmental awareness programs as well as the acceptance of protective easements in adopted conservation and open space areas. No easements have been accepted to date. The re-establishment of natural habitat in natural resource areas was also encouraged.

CONSERVATION, OPEN SPACE & SCENIC HIGHWAYS ELEMENT POLICIES AND IMPLEMENTATION PROGRAMS

<u>Subject/Policies</u>	<u>Implementation Programs</u>	<u>Responsibility/Funding</u>	<u>Proposed Timing</u>
Biotic Resources			
8. Protect existing riparian vegetation along the main stream courses in the City.	<p align="center"><u>Within City</u></p> <p>a. Designate the natural stretches of Dry Creek, Hen Creek and Deadman Gulch as open space on the Galt General Plan Land Use Map.</p> <p>b. Establish interim zoning for these areas</p> <p>c. In any development where elimination or substantial disturbance of wetlands is unavoidable, and no non-wetland alternative sites are available, the City shall require mitigation for the wetlands which results in no net loss. Any such mitigation programs should account for not only total acreage loss, but also the type and quality of habitat lost and the sensitivity of species it supports. Amend Flood-Combining District to include all waters and wetlands of the United States and set forth definitions and detailed avoidance and mitigation requirements.</p> <p align="center"><u>Within Sphere</u></p> <p>d. Amend zoning ordinance to zone these areas as Open Space.</p> <p>e. Prezone these areas as Open Space.</p> <p align="center"><u>Outside of County Sphere</u></p> <p>f. Participate in General Plan updates. Support Open Space along the Cosumnes and its tributaries to the maximum extent possible.</p>	<p align="center"><u>Within City</u></p> <p>City Planning Department (a-f) & City Council (a-e) Funding: Zoning Ordinance Update</p>	<p>a. Upon General Plan adoption</p> <p>b. Maximum possible time is two years from establishment of interim zoning</p> <p>c. Review: ongoing Ordinance Revision: within 2 yrs</p> <p>d. At the end of the interim zoning</p> <p>e. Concurrently with re-zone</p> <p>f. Ongoing</p>
9. Where stream modification are needed to prevent flooding where possible require a natural flood-way incorporating as much of the existing vegetation as possible. When possible, create additional wetlands along drainage features, in retention basins, and in parks, setback development including roads, from stream courses a sufficient distance to prevent damage to these areas. (Stream modification should only be necessary if additional flows will increase the size of the floodplain.)	<p align="center"><u>Within City</u></p> <p>Revise Flood Combining District to incorporate these concept and zone appropriate areas accordingly.</p>	<p align="center">City Planning and Council Funding: Zoning Ordinance Update</p>	<p>At the end of the interim zoning</p>

Subject/Policies	Implementation Programs	Responsibility/Funding	Proposed Timing
<p>It is the intent of this policy to allow modification within the Flood Plain Open Space Zoned areas only where the stream has been substantially altered and in a relatively unnatural condition.</p>			
<p>10. Protect mature native trees, vernal pools, and any threatened endangered, or other sensitive species in new development.</p>	<p>Revise development applications to request information on the presence of trees, vernal pools, or other habitat indicative of sensitive species and how the project has attempted to preserve them. Revise the street-tree ordinance to meet intent of this policy.</p>	<p>City Planning Department and Council Funding: Zoning Ordinance Update</p>	<p>Within one year of General Plan adoption</p>
<p>11. Encourage a continuous trail system along Dry Creek and Deadman Gulch eventually leading to the Cosumnes River Preserve.</p>	<p>Zone areas along these drainages Open Space or overlay with Flood Combining Zone and require developers to construct trails or dedicate easement or land to City for trail development. Show conceptual trails on Open Space and Circulation maps (see maps following page A-78).</p>	<p>City Planning Department and Council Funding: Zoning Ordinance Update</p>	<p>At the end of the interim zoning</p>
<p>12. Provide for EIRs which recognize Galt's particular information needs, and which consider Policies 1 thru 3 above in both evaluating the significance of impacts and provided for adequate mitigation.</p>	<p>Prepare a set of Environmental Impact Report Preparation Guidelines which implement CEQA while adding the City's own EIR objectives by requiring:</p> <ol style="list-style-type: none"> An EIR in most cases when disturbance is proposed of 1) any water-influenced land containing native plants, including vernal pools and stream or river courses; 2) any native tree stand having substantial habitat value by itself or in combination with other habitat in the region. Botanical surveys for any projects which cross the EIR threshold. Publication in EIRs of an updated Existing Information Map beginning with the one contained in the General Plan. Consideration of off-site mitigation to compensate for any on-site significant impacts which cannot be mitigated on site. This off-site mitigation may include the planting of wetland vegetation, or native trees or shrubs in parks and cemeteries, along roadways and flood channels, and in railroad and utility easements; and Consideration of open space links to larger natural areas in evaluating impacts and considering on-site and any off-site mitigation. That mitigation measure emphasize avoidance over trans-plantations or relocation. 	<p>City Planning Department and Council (a-f) Funding: Staff time or consultant costs, approx. \$4500</p>	<p>Within one year of the adoption of this Plan (a-f)</p>

WATER RESOURCES

GOAL

1. It shall be the goal of the City to protect the quality and quantity of surface and ground waters.
2. It shall be the goal of the City to minimize the risks and costs resulting from flooding.

IMPORTANCE

Public health and safety, availability of drinking water, high costs of cleaning up polluted water, quality of aquatic plant and animal habitat.

RELEVANT LAWS AND POLICY

Water Quality

Federal Clean Water Act of 1972 as Amended 1977 (Public Law 92-500)

IMPLEMENTED BY: Environmental Protection Agency (EPA)

ENFORCED BY: EPA and State Water Resources Control Board and Regional Water Quality Control Board (see the Porter-Cologne Act, below)

Established grants for planning and for waste treatment plants. Created the National Pollutant Discharges Elimination System (HPDES) which requires a permit for discharging to navigable waters. Also instituted regulation by effluent standards and pollution control requirements for waste treatment plants and for industries. Requires Army Corps permits for projects with significant potential adverse environmental effects.

(Continued . . .)

Federal Safe Drinking Water Act of 1974 (Public Law 93-523)

Authorizes EPA to establish national primary drinking water standards in the form of maximum contaminant levels for different substances.

IMPLEMENTED BY: Environmental Protection Agency (EPA)

ENFORCED BY: EPA and the State Department of Health Services

Resource Conservation and Recovery Act (Federal, 1970)

Establishes a permitting and treatment system for the storage and disposal of toxic wastes

IMPLEMENTED AND ENFORCED BY:
EPA and State Department of Health Services

Superfund Amendment Reauthorization Act (Federal) Amended 1987

Provides funds for toxic waste cleanup

IMPLEMENTED AND ENFORCED BY:
EPA and State Department of Health Services

Porter-Cologne Water Quality Control Act (State, 1969)

Requires a permit for discharging pollutants to either land or water (Implements Federal Clean Water Act)

IMPLEMENTED AND ENFORCED BY:
State Water Resources Control Board and the Central Valley Regional Water Quality Control Board (for Galt)

Title 22 of the California Administrative Code

Establishes water quality and monitoring regulations consistent with the drinking water standards contained in the Federal Safe Drinking Water Act

IMPLEMENTED AND ENFORCED BY:
State Department of Health Services

California Superfund Program

Administers funds provided by the federal Superfund Program

IMPLEMENTED BY: State Department of Health Services

Toxic Pits Cleanup Act

Regulates the cleanup of toxins in surface impoundments

IMPLEMENTED AND ENFORCED BY:
Central Valley Regional Water Quality Control Board (for Galt)

(Continued . . .)

Underground Storage Tank Law, 1983

Regulates the condition and monitoring of underground storage tanks

IMPLEMENTED BY: Sacramento County

Surface Waters

California Administrative Code, Title 23: Waters

Sets forth procedures and regulations for determining rights to the use of water. Includes information on applications to appropriate water and to divert water.

IMPLEMENTED BY: California State Water Resources Control Board

Federal River and Harbor Act of 1899, Section 9 & 10

Gives the Army Corps permit authority over "navigable waters" which, due to recent laws, now include rivers, intermittent streams, and wetlands. The Corp is responsible to maintain water quality in these waters due to the Clean Water Act and other legislation.

IMPLEMENTED BY: U.S. Army Corps of Engineers

California Fish and Game Code, Sections 1600 through 1607

Establishes the Department of Fish and Game's authority to require stream alteration permits.

IMPLEMENTED BY: Department of Fish and Game

Section 60.3-C

Generally prohibits construction in floodways and regulates construction in the "flood fringe":

IMPLEMENTED BY: Local jurisdictions (the Department of Water Resources has a State Coordinator for Flood Plain Management)

- Residential - lowest floor elevation must be at or above the base flood elevation for the 100 year storm
- Non-Residential - the structure below the base flood elevation must be flood-proofed

Title 19 of the Galt Municipal Code ("Flood Control")

Implements Federal flood legislation

IMPLEMENTED BY: City of Galt

AVAILABLE INFORMATION

- City of Galt Water Alternatives Study. -
1986. Psomas and Associates
- Ground Water Resource Study. 1987. -
Luhdorff and Scalmanini
- Sacramento County Water Plan. 1978. -
Sacramento County/ CHSM Hill

EXISTING CONDITIONS

Surface Water Flooding

The three principal surface water features in the planning area are Dry Creek, Hen Creek, and Deadman Gulch. The Dry Creek channel and flood plain and Hen Creek have been disturbed but Deadman Gulch has been channeled into agricultural ditches east of Highway 99. The following excerpts from Galt's previous General Plan (1984) describe the causes and characteristics of flooding along these channels, particularly Dry Creek:

The most distinctive natural feature of the community is the Dry Creek riparian flood plain along the southern edge of the planning area. The low lands bordering the stream bed act as a holding basin during floods. The riparian habitat provides protection, nesting and feeding sites for a variety of wildlife. The groves of trees, the topographic relief, and the variety of vegetation are an important scenic and recreational resource of the community. Flooding during heavy winter rainfalls has historically been a problem for the City of Galt and the adjacent Dry Creek Channel. Generally, the contributing factors to the drainage and flood control problems are: flat slope, poorly defined watercourses, urbanization, sparse vegetation, upstream diversions, poor permeability of soils, inadequate terminal outlets, tidal influences, and man made physical barriers such as creek dams and dikes formed by freeway and railroad fills. Rainfall for this area is concentrated in the months of November through March.

The duration, frequency and amount of rainfall during any given storm are the most significant factors contributing to regional and local flooding. Nearly all of the total annual precipitation falls during the four month winter rainy season, with rain in measurable amounts usually occurring in only ten days of each month. Yearly precipitation records have been kept for Galt since 1854. Average yearly precipitation for the 75 years of record is nearly 17.5 inches per year. During the period of record, the maximum hourly rainfall was three inches. The U.S. Army

Corps of Engineers has outlined the general scope of the flood problem for the lower Cosumnes River Basin, which includes the City of Galt. The Lower Cosumnes River Basin consists of the Cosumnes River (which extends into the Sierra to an elevation of 7,000 feet) and the three main streams: Deer, Laguna, and Dry Creek. Normally, flood flows on these streams result from heavy rain with little snowmelt. The principal communities in this river basin are Galt, Sheldon, Slough-house, and Wilton. These communities are on higher ground, out of danger of stream overflow. The major flood plain areas are used primarily for agriculture. These open areas are also used for hunting, fishing and other outdoor activities. Most of the flood plains are not protected from large floods.

Flooding along stream tributaries to the lower Cosumnes River is mainly natural bank overflow; however, in some cases, it is caused by levee failures. Flooding is rapid, relatively shallow and of short duration. The flood plains are not extensively inhabited and the few improvements are mostly farm buildings and roads. Normally, livestock and equipment are moved to higher ground after any significant rainfall. Flood damage is confined to land erosion and contamination to flood plain buildings. Periodically, the Twin Cities Road bridges were damaged during high water periods. Sacramento County has raised these bridges above the flood water levels and this should no longer be a problem.

The Galt planning area is divided into three watersheds: Dry Creek, Hen Creek, and Deadman Gulch. Flooding along Dry Creek occurs almost annually. The flood plain lands along Dry Creek are devoted to agricultural and recreational uses. Due to present land use regulations, and the local recognition of the flood hazard, they are expected to remain in this use classification. Flood damage consists mainly of levee breaks, land erosion, silt deposition, and damage to crops. Hen Creek has periodic localized flooding within the planning area. No severe damage has been reported, although streets, bridges, and yards have experienced sheet wash during wet years.

The existing 100 year flood plains for the three water courses have been mapped by the Federal Emergency Management Agency (FEMA), as shown on the map following page A-32. (The 100-year floodplain is the land which would be inundated in a storm of a magnitude which is likely to occur only once every 100 years on a statistical basis). As noted in the excerpt above, there is currently little urban development along these streams and flooding has caused few problems to date. One exception is the flooding which occurred at the duplex development located between Amador Avenue and Ayers Lane. Localized flooding unassociated with major water courses did occur during the February, 1986 storm which has been estimated to be less than a 100 year storm. This indicates that parts of the existing City were not

designed for the 100-year storm which is a problem common to many areas of the Central Valley.

One of the causes of flooding along Deadman Gulch in the past has been the rerouting and channelization of stream courses into small agricultural ditches, and the use of relatively small drainage structures which do not accommodate large storm flows. During large storms, agricultural fields are flooded without damage to structures. As the City has expanded, the need for improvements to these drainage features has arisen; this is one of the issues which reoccurs where cities and croplands meet. Overall future changes needed in drainage conditions are discussed below under "Potential Conditions", while actual structures needed are addressed in the Public Facilities Element. Emergency plans related to flooding are addressed in the Safety Element.

**Surface
Water
Quality**

There is no data available on the quality of surface waters in Galt (Malliet, 1987). Potential sources of contamination include dairies (nitrogen from animals), field crops (sediments from erosion, nitrogen from fertilizers, and herbicide and pesticide residues), and roadways (metals, rubber, oils and grease). None of Galt's industrial establishments are located on streams and none are known to discharge waste water to streams or ditches. The City's sewage treatment plant, located north of the City has a federal permit to discharge treated effluent at Twin Cities Road to Laguna Creek during the winter months. Other times of the year, overland disposal is used.

**Ground
Water
Quantity /
Recharge**

Galt, like much of South Sacramento County, uses ground water as its sole source of municipal water. According to the Sacramento County Water Plan (Sacramento County, 1978) the County as a whole is over-reliant on ground water and in areas of overdraft the water table has fallen more than one foot each year since 1940. Within the planning area, ground water levels declined between approximately 1 and 1.5 feet per year between 1968 and 1980 (County of Sacramento, Department of Public Works, Water Resources Division, "Equal Change Ground Water Levels", presented as Plate "J" of the Galt Redevelopment Project EIR, 1982). The 1980 ground water levels shown by the same source are approximately 30 to 50 feet.

The most recent information on ground water in the City is the "investigation of the Galt Area for Development of Ground-Water Supplies" by Luhdorff and Scalmanini, Consulting Engineers, January, 1988. That report evaluates both ground water quantity and quality with a focus on the Northeast Area of the City. The geologic strata and their water-bearing characteristics are described. The most important geologic units from the youngest to the oldest and from the surface down are:

Alluvium	Zone 1: Surface to 200 feet
Riverbank-Modesto	Zone 2: 200 to 350 feet
Turlock Lake	Zone 3: 350 to 550 feet
Laguna	Zone 4: 350 to 750 feet
Mehrten	Zone 5: 750 to 1000 feet

(The correlation between the geologic formations and depth zones in Galt is described as tentative in the report.)

Each of these Zones, 2-5, are good producers of ground water where layers of courser material is found. The recent Alluvium is found in and adjacent to present stream channels and on active floodplains, and is probably "... most important to ground water as it acts as recharge areas into the older underlying formations."

Data from well driller's logs on over two hundred wells within the Planning Area were reviewed by Luhdorff and Scalmanini. Most of the wells have a total depth of less than 350 feet and nearly all appear to be producing water from the 100 to 300 foot levels, or Zones 1 and 2. A few wells are producing water below 550 feet with a maximum total depth of 1000 feet.

As it naturally occurs, the shallow ground water body has a gently westward sloping surface. Recharge areas are to the east of the City where the water-bearing units are exposed and along the larger stream channels containing Alluvium. Ground water pumping in past years has exceeded recharge causing declining ground water levels and specifically two depressions of levels, one to the north and one to the south of Galt. Variation is seen between the seasons, with a spring recovery apparently due to infiltration along the Cosumnes and Mokelumne Rivers and Dry Creek. Additionally, ground water levels appear to vary with dry and wet water years.

The quality of ground water in Sacramento County is considered to be good. Past testing of City wells for selected organic and inorganic constituents have shown the water to meet Primary Drinking Water Standards. There are no indications of pollution from agricultural or industrial uses. Some City wells have not passed Secondary Standards for iron and manganese concentrations. The Secondary Standards are set for aesthetic and taste reasons - iron and manganese can lead to the staining of clothing and porcelain fixtures. Available data on iron and manganese concentrations show wide fluctuations even in individual wells and the reason for this has not been determined.

In an attempt to clarify the situation in the Northeast Area of the City, Luhdorff and Scalmanini conducted sampling of 30 wells for iron and manganese. Nineteen of the wells failed to pass secondary standards for iron and/or for manganese (8 for both, 2 for iron, and 9 for manganese). The southern part of the Northeast Area appeared to have had slightly better water than the northern part. Vertically, iron and manganese appear to be uniformly distributed in the upper 350 feet; information on deeper zones is too limited to form definite conclusions. New wells in the Northeast Area will likely violate or exceed secondary drinking water standards for manganese and possibly for iron (Luhdorff and Scalmanini, 1988).

POTENTIAL CONDITIONS

Surface Water Flooding

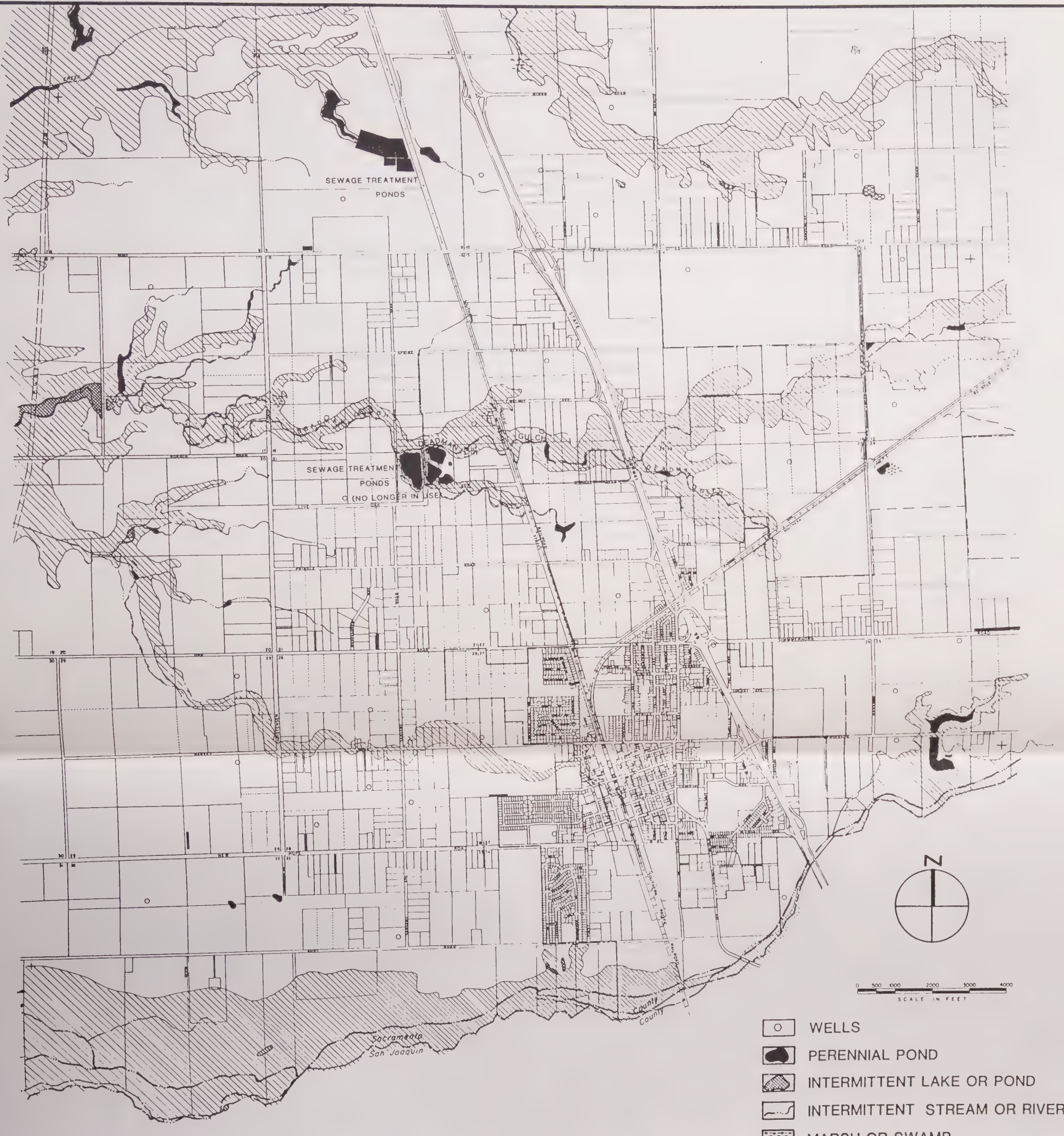
As Galt urbanizes, additional pavement and roofs impervious to water will be placed on the ground increasing the amount of stormwater runoff flowing to gutters, ditches and streams. At the same time, homes and other structures are more likely to be located in areas which are not now adequately protected from large flooding events by drainage structures. Clearly, there will be a need for improving these existing drainage structures as discussed in Public Facilities Element.

In addition, there will also be increased flows in Dry Creek and Deadman Gulch accompanied by increased pressure to develop around, and even within, their flood plains. As an example, the Northeast Area Specific Plan envisions and permits development adjacent to a defined floodway constructed in the general alignments of the existing agricultural ditches. The width of the channels is sized to account for the 100-year flood event with native vegetation growing in the channel. At its widest, the channel will be 240 feet, not including adjacent sidewalk easements. Upstream of the box culvert, under Highway 99, the City required an area for some storm water retention and this has already been provided as part of the Emerald Park subdivision #18 development. The Land Use Map designates the 100 year floodplain in this area as Open Space, thus, improvements should not be necessary. If they do become necessary as flow increases from new development, the natural floodway concept discussed in the Biotic Resources section should be used.

Although Deadman Gulch between Highway 99 and Midway Road is currently within the City's Sphere of Influence it is likely that any major proposed developments would be accompanied by annexation requests. Similarly, annexations can be expected along Hen Creek east of Sargent Road where the creek has been altered. These are areas where it may be acceptable to permit some alterations for increased flood capacities if projected flows increase the size of the existing 100 year floodplain which is designated Open Space on the Land Use Map. This would depend on the results of environmental review of projects proposed in these areas. In reviewing these proposals, the City will have the responsibility of ensuring that adequate flood protection is designed into the projects. The City, will have to require sufficient hydrological analysis from project proponents to ensure that residential floor elevations are above after project 100-year flood elevations.

Along Dry Creek, there is more potential for proposals to increase flows to the extent that the existing 100 year floodplain would be increased in size. In reviewing and regulating these proposals priority should be placed on maintaining natural channel and flood plain conditions.

The adverse impacts of major stream manipulation are discussed in the General Plan EIR. A natural floodway alternative was considered the pre-



- WELLS
- PERENNIAL POND
- INTERMITTENT LAKE OR POND
- INTERMITTENT STREAM OR RIVER
- MARSH OR SWAMP

SOURCE: U.S. GEOLOGICAL SURVEY MAPS

FLOODPLAINS

SOURCE: FEMA (FEDERAL EMERGENCY MANAGEMENT AGENCY) 100YEAR FLOOD BOUNDARIES (1988)

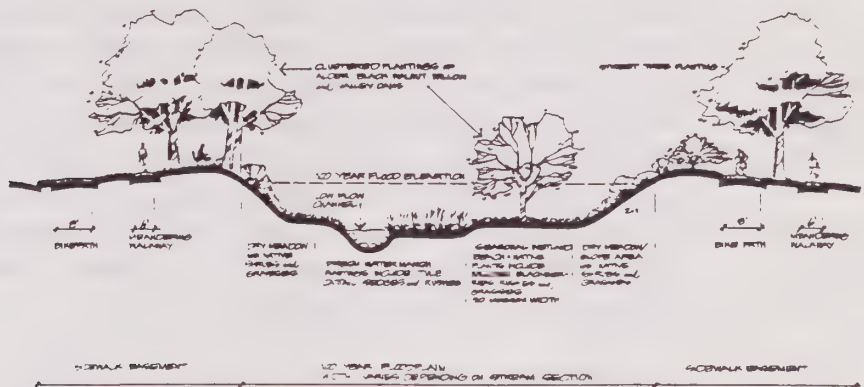
NOTE: THE FLOODPLAIN AREA IS INTENDED TO INCLUDE THE FEMA MAPPED 100-YEAR FLOODPLAIN AND ASSOCIATED STREAM CHANNELS. HOWEVER, THE FEMA FLOODPLAIN DOES NOT MATCH THE STREAM CHANNELS SHOWN ON THE CITY BASE MAP. IT IS ASSUMED THAT STREAM CHANNELS ARE ACTUALLY WITHIN THE FLOODPLAIN

REVISED: 2/1/91

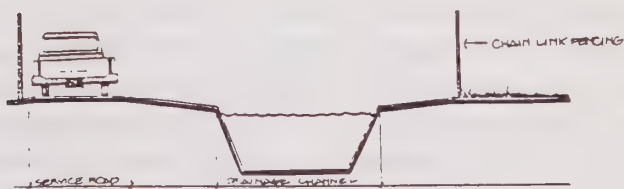
CITY OF GALT

GENERAL PLAN

HYDROLOGY MAP



natural floodway concept



utilitarian floodway concept

The hydrology, habitat, safety and scenic benefits of natural, undeveloped floodways were discussed in the previous Galt General Plan and policies indicated a preference for natural drainageways. For example, one policy reads: "Cooperate with the improvement of the natural drainageways in new and redevelopment projects to help balance the needs of abutting uses, and consideration of environmental, recreational and open space needs." More specifically an action program of the previous General Plan is to support the existing ". . . flood combining zoning regulations which help preserve the flood plains for open space uses". The Sacramento County General Plan designates Dry Creek and its floodplain outside Galt City limits as Recreational Open Space; the Plan also contains a number of policies for regulating floodplains including the following:

"8. Direct development activities away from the 100-year floodplain of designated Natural Streams consistent with guidelines adopted in the Natural Streams Plan in order to minimize health and safety hazards, property loss, and environmental disruption and foster stream enhancement, improved water quality, and recreational opportunities."

$$(2.4.8)$$

The County's zoning for Dry Creek and its floodplain is Recreation.

Surface Water Quality

Another advantage of the natural floodway is that the aquatic plants which became established in it assist in purifying water. This is done through trapping sediments, oils, metals, and other impurities among the roots and through use of fertilizers and other excess nutrients by the plants.

As the urbanized City expands, the sources of impurities in runoff will change from agricultural use to urban uses; this means that generally there will be fewer excess nutrients, pesticides, and herbicides, and more road-related pollutants such as oils, greases, and metals. Both types of pollutants create water quality impacts including degradation of aquatic habitat and toxicity to aquatic organisms. A well-known and extreme example of damage from agricultural pollutants to animals occurred at the Kesterson Wildlife Reserve where there were mutation and deaths of waterfowl. Urban runoff has also been shown to affect aquatic organisms in tests conducted by the State Water Quality Control Board.

Recently there has been increased research into the quality of storm-water runoff. The Clean Water Act has always contained provisions for the regulation of storm water runoff quality, but the EPA is just now approaching the development of an actual regulatory framework, which is expected to be in place in the early 1990's. The State Water Quality Control Board will probably increase permitting requirements for storm water runoff at that time which at first will probably entail monitoring. Eventually, new developments may have to incorporate storm water cleansing features such as retention basins, sediment traps, or artificial wetlands (Malliet, 1987). With these types of systems and the inevitable reduction of agricultural pollutants with urbanization, surface water quality in Galt may improve as the City grows. An area of concern is the industrial area designated along Deadman Gulch. Because the 100 year floodplain is designated as Open Space, extensive filtering area will buffer these uses. However, environmental review of proposals in this area should look at potential water quality impacts in detail. One continuing source of pollutants is the City's sewage treatment plant which discharges to Laguna Creek in winter. As the City's population grows, greater quantities of treated effluent will be discharged into the Slough. Potential water quality concerns with sewage treatment plants can include bacterial contamination and high levels of chlorine, turbidity, and particularly nutrient loading which in extreme situations can lead to eutrophic waters low in oxygen. With proper design the sewage treatment plant probably can be expanded without any of these problems occurring to any significant degree. The plant includes a lagoon downstream of the chlorine facility which helps to reduce chlorine and nutrient levels in effluent.

Ground Water Quantity

Sacramento County is in the process of addressing the regional declines in ground water. The 1978 Sacramento County Water Plan contains policies addressing ground water overdraft, including: "1. Ground water overdraft must be halted by the year 2000 or earlier". The Plan also calls for a

'Conjunctive Use Plan' involving the various jurisdictions throughout the County. The objective of this Conjunctive Use Plan would be to achieve safe yield usage of ground water. This would entail a water supply composed of 33% ground water compared to the current 50% or more.

The County Plan specifically discusses the strategy needed to serve the Folsom South Service Area, of which Galt is a part. According to the Plan, "Only minimal surface water rights are held in the area along intermittent creeks and the Cosumnes River. The only source of surface water available for use in the area is the Folsom South Canal." While these policies have not been formally adopted by Galt, they provide important direction to the City.

The County has been negotiating with the Bureau of Reclamation since the 1960's to obtain a water supply contract for the Folsom South Service Area. However, a number of public concerns have become obstacles, such as lawsuits over agricultural water prices and public access.

Even after additional surface water is secured, there are questions about who pays and who benefits. Basically, use of surface water is a general benefit because of stabilized ground water levels. Thus there is a need for those who continue to use ground water to provide compensation for the costs of surface water importation. The County Plan discusses alternative entities which could both provide for surface water delivery and for equitable cost sharing. These include a joint powers agreement, an independent district, and a separate zone of the existing Sacramento County Water Agency. As a result of these planning efforts, the County is in the process of requesting water from the Bureau of Reclamation which operates Folsom Lake/Reservoir.

Within this broad context of County planning, the City of Galt has begun to explore its options for future water supply. The City commissioned a water alternatives study (Psomas and Associates, 1986), which also favored development of a surface water supply. In contrast to the County Plan, the Psomas study found that the use of Cosumnes or Dry Creek water would be feasible in spite of water rights questions. Its favored alternative was use of water from the Cosumnes River or the Mokelumne, and suggested that the next step would be a more detailed feasibility study. At this point the City is choosing to join with the County in requesting water from the Bureau of Reclamation - the City's share would be 10,000 acre feet per year.

In any case, the City will continue to be dependent on groundwater to some degree making the recharge areas to the east of the City and along the major stream courses important resources. The Land Use Map designates the 100 year floodplains as Open Space and the area to the east of the City is designated for Agricultural and Residential Agriculture by the County.

Ground Water Quality

In the Northeast area treatment facilities for removal of iron and manganese may be required. Luhdorff and Scalmanini have recommended a ground water monitoring program to systematically evaluate iron and manganese variations as well as ground water level fluctuations. The consultant recommends that the City apply for secondary drinking water standards with which future customer surveys would be required, leading most likely to future water treatment for iron and manganese.

Future sources of ground water contamination will primarily consist of underground gasoline tanks, though it is possible that future industries will store chemicals used in manufacturing processes or derived as waste from these processes. Potential leakage from chemical storage can be assessed in the City's environmental review of proposed projects.

The use of septic systems on small lots can also pose a groundwater threat. This is largely a concern outside City limits, but within the sphere-of-influence.

POLICY/IMPLEMENTATION

The 1984 General Plan contained two policies and four action/programs related to flood management, one policy to preserve water resources, and one action/program to conserve and replenish groundwater. These directives are general and basic to the topic of water resources and have been incorporated into the updated policies. Because of the complexity of the topic and because of new concerns arising in the City, additional policies are appropriate. Many of the policies below are patterned after City of Sacramento policies due to the fact that both City and County should have a consolidated approach to the regional issue of water resources.

CONSERVATION, OPEN SPACE & SCENIC HIGHWAYS ELEMENT POLICIES AND IMPLEMENTATION PROGRAMS

<u>Subject/Policies</u>	<u>Implementation Programs</u>	<u>Responsibility/Funding</u>	<u>Proposed Timing</u>
Water Resources			
A-35	13. Direct development activities away from 100-year floodplain of natural streams in order to minimize health and safety hazards, property loss, and environmental disruption and foster stream enhancement, improved water quality, recreational opportunities and groundwater recharge. In directing development, make it clear to potential developers where these streams are located.	<u>Within City</u>	
	a. Adoption of this General Plan's Open Space Conservation Element, and the Land Use Map showing the Open Space designation for the channel and floodplain of Dry Creek, Hen Creek, and Deadman Gulch.	City Planning Department and Council (a-d) Funding: Zoning Ordinance Update	Immediately (a & c)
	b. For areas within the City, create a new Open Space District which applies to the City's stream courses and other areas and which contains regulations consistent with the policies of the Open Space and Conservation Element.		b,d Within 2 to 5 years from the adoption of the General Plan
	c. Establish interim zoning for these areas.		
	<u>Within Sphere</u>		
	d. For areas outside the City limits, but within its Sphere of Influence, prezone the listed drainages as Open Space.		
	<u>Within City</u>		
	a. Incorporate these concepts into the Flood Combining Zone and zone appropriate areas accordingly. Base zone should be Open Space.	a. City Planning Department and Council (a-b) Funding: Zoning Ordinance Update	a. At the end of the interim zoning. Maximum possible time is two years from establishment of interim zoning
	<u>Within Sphere</u>		
	b. Prezone these areas.		b. Concurrently with re-zone
15. Continue to implement floodplain policies and the City's flood protection ordinance.	On-going review of individual projects.	City Engineer Planning Department City Council	On-going
16. Ensure that future developments do not significantly increase peak stormflows and do not cause significant flooding of downstream facilities and properties.	Require hydrological analysis of individual developments to determine their effects on peak stormflows. Recognizing potential cumulative drainage, require any drainage facilities necessary to prevent significant impacts on downstream properties and drainage facilities.	Planning Department Public Works Department	On-going

<u>Subject/Policies</u>	<u>Implementation Programs</u>	<u>Responsibility/Funding</u>	<u>Proposed Timing</u>
17. Continue to comply with the Regional Water Quality Control Board's regulations concerning the operation of the City's waste water treatment plant.	On-going management.	City Engineer and Council	On-going
18. Continued compliance with the Underground Storage Tank Law and all other laws relating to water quality.	On-going enforcement.	City Engineer and Building Department	On-going
19. Protect the City's groundwater resources from excessive use of septic systems.	Encourage the County during its General Plan update process to designate lands within Galt's Sphere of Influence for lower densities.	Planning Department	Upon adoption of this General Plan
20. To the extent feasible, protect the quality of stormwater runoff.	<p>Environmental review of new development shall include an analysis of the feasibility and effectiveness of Best Management Practices (BMPs) for cleansing runoff. Specifically, the following BMPs should be considered:</p> <ul style="list-style-type: none"> - Detention ponds/wetlands - Retention ponds/wetlands - Infiltration trenches and basins - Porous pavement - Sediment, oil and grease traps - Grass swales and wetlands - Consolidated discharges for retrofit with future treatment systems <p>It is the intent of this Implementation Program that some form of runoff management/BMP be applied to all major developments.</p>	Planning Department Public Works Department	On-going

Wetland/Vernal Pools
See Biotic Policies 8 and 9

AIR QUALITY

GOAL

It shall be the goal of the City to maintain air as free of unnecessary air pollutants as is feasible.

IMPORTANCE

Health and aesthetics.

RELEVANT LAWS AND POLICY

Federal Clean Air Act, 1970

IMPLEMENTED BY: EPA, California
Air Resources Control Board,
SACOG, and the Sacramento Air
Pollution Control District

Addresses both mobile and
stationary sources by:

- Setting Ambient Primary and Secondary Air Quality standards for seven types of pollutants to protect public health and welfare (see listing under Potential Conditions);
- Establishing air quality control regions, distinguished on the basis of shared pollution sources and problems and weather patterns, which must be classified as either non-attainment areas where the ambient concentration of any pollutant is in excess of the national primary standard, or non-deterioration areas, where air quality is higher than that required by the standards. In both types of areas there are regulations established to protect air quality. In non-attainment areas permitting requirements for new stationary sources are particularly strict; (Continued)

- Requiring states to submit State Implementation Plans (SIPs) to EPA for approval. If a SIP is not satisfactory the EPA may withhold permits and grants for growth-related projects, such as sewer plants and highways;
- Giving EPA the power to establish new source performance standards which requires the best system of emission reduction given a number of considerations;
- Requiring EPA to publish a list of hazardous air pollutants and establish emission standards for them;
- Establishing new car emission standards and an unleaded gas requirement; and
- Requiring SIPs to contain transportation control techniques, such as transit alternatives, and controls on "indirect sources" of air pollution, which are traffic generating land uses, such as shopping centers.

(Source: "Legal Foundations of Environmental Planning" by Jerome G. Rose, 1983)

California Mufford-Carrol Air Resources Act of 1967 and related laws within the Health and Safety Code.

IMPLEMENTED BY: Air Resources Board (916/322-2990)

The 1967 Act created the Air Resources Board - the Act with subsequent amendments authorizes the Board to implement the federal Clean Air Act by preparing State Implementation Plans (SIPs) and associated regulations. The Board has also established state ambient air quality standards similar to those for the nation.

(Source: Katherine Witherspoon of the ARB, Legislative Division)(Continued)

Air Quality Plan. 1982. Sacramento Area Council of Governments (SACOG)

IMPLEMENTED BY: SACOG (916/441-5930) and member cities and counties

Contains measures designed attain air quality standards by 1987. Attainment for ozone and carbon monoxide has not been achieved. The City of Galt adopted the SACOG Air Quality Plan and specific local measures. The City is currently participating in a SACOG update to the plan a draft of which was released in March of 1990. (Source: David Young of SACOG)

Sacramento County Air Pollution Control District's regulations including a New Source Review Rule and Specific Prohibitive Rules

IMPLEMENTED BY: Sacramento County Air Pollution Control District (916/366-2107)

The Air Pollution Control District is primarily responsible for regulating stationary sources and does so through a New Source Review Rule and specific prohibitive rules. The New Source Review Rule or the Sacramento County Air Pollution Control District is consistent with Clean Air Act requirements for new stationary sources and is even more stringent. At a certain emission rate level (150 pounds per day for nation air quality standard pollutants or precursors) pollution sources such as industries must have the best system of emission control available, and at a higher level (250 pounds per day for nation air quality standard pollutants or precursors) must find an equivalent or greater pollution reduction elsewhere. The District has Prohibitive rules controlling the amounts of emissions from existing and smaller new sources. One such rule bans the burning of combustible refuse in open fires and all but specially-designed incinerators in specified areas, such as within the City Limits of Galt. (Source: Bruce Nixon of the Sacramento County Air Pollution Control District)

AVAILABLE INFORMATION

Air Quality Plan 1982. Sacramento Area Council of Governments (SACOG)	Describes air quality problems in the Sacramento area and the steps being taken to solve them.
Sacramento County General Plan, Volumes I and II, 1985	Describes air quality concerns within the County.

EXISTING CONDITIONS

As reported in the 1982 SACOG Air Quality Plan, there are violations within the Sacramento area of standards for three pollutants, ozone, carbon monoxide, and total suspended particulates. Although the number of days in a year these standards are exceeded appears to be dropping, the Sacramento area remains a non-attainment area (David Young, SACOG, 1987).

Although Galt is within the Sacramento area, air quality is thought to be of better quality than in more urbanized areas. There are no air quality monitoring stations in Galt to precisely document existing conditions. One year the Sacramento County Air Pollution Control District did air quality monitoring at Rancho Seco, ten miles east of the City; during that monitoring, Rancho Seco had as many exceedances of ozone standards as did downtown Sacramento. There were predominantly west winds during that time and it is possible that the pollutants were originating from the Bay area (Bruce Nixon, SACPCD, 1987).

According to the Sacramento County General Plan, Volume II, "Environmental Studies", winds in Sacramento County are influenced by marine air entering the Central Valley through the Carquinez Straits to the west. Within the Valley, winds change to northerly or southerly depending on existing atmospheric pressures. Generally southerly winds prevail, but winter wind directions depend on the passage of frontal systems through the Valley. Southeasterly winds are common as a storm approaches, and northerly or northwesterly winds occur after the front has passed. Some air stagnation occurs between winter storms, but stagnation is most common in the autumn.

The quantity of urban pollution currently being generated by the City has been estimated using a computer model called Urbemis #2. Localized urban pollutants, particularly carbon monoxide can reach high levels adjacent to roadways. A computer model called Caline #4 is available to predict these levels based on traffic flow, road geometrics, and a number of assumptions about such factors as emission rates and air movement. The busiest roadway in the planning area is Highway 99. The Northeast Area Specific

Plan EIR presents a Caline analysis of Highway 99 at its intersections with Walnut Avenue and with Twin Cities Road in the future based on cumulative traffic and found that neither national nor state standards for ambient carbon monoxide would be exceeded.

Agricultural burning also creates emissions within the planning area which can cause localized nuisances and contribute to regional problems. In the Sacramento Valley, agricultural burning is allowed when conditions are favorable. Based on air quality and meteorological criteria, monitoring and controls generally occur in the fall when air stagnation is common. The meteorological factor in the formula is based on the stability term (related to inversion, temperature) and the wind term (wind direction, speed and air mixing). Meteorological conditions are understood on a daily basis with the help of wind reports from the Carquinez Straits. The air quality factor is based on readings taken from stations, every two hours. After combining these two factors, the appropriate number of acres to be burned on that specific day is determined. Regionally, the goal is to protect the air quality in the Sacramento metropolitan area. Each local agricultural commissioner's office then is allotted a number of allowable acres to be burned which in turn determines which farmers will burn their fields on that day. Locally, the air quality of the local community is taken into consideration. The offices will consider the wind direction and the dryness of the stubble as factors in their decision-making. For example, in Galt a special consideration is made not to burn fields north of town when the north wind blows. The crackle test for dryness is done for rice stubble and the material is considered adequately dry when the straw cracks when bent. About one-half of the rice stubble is burned in spring/one-half in fall. Wheat stubble is burned in summer. Orchard prunings are burned when dry. In the Galt area, these determinations are made by the Galt branch of the Sacramento County Agricultural Commissioner's Office.

In spite of these procedures, residents in the City area are occasionally inconvenienced by the air pollution caused by agricultural burning. Conditions can change throughout the day and conditions can vary widely within the County. (Art Lorentzen, ARB, 1987. Thompson, Sacramento County Agricultural Commissioner's Officer, 1987)

POTENTIAL CONDITIONS

As Galt develops urban pollutants will partially replace agricultural pollutants in the future. Potential sources of local urban pollutants include:

Transportation

Gasoline Powered Motor Vehicles Diesel-Powered MV's Railroads

Stationary Sources Petroleum Handling

Solvent Use: Surface Coating
Dry Cleaning

Degreasing

Incinerators

Other Fires

Metal Processing

Mineral Processing

Chemical Manufacturing

Combustion of Fuels (stationary sources)

(Source: Sacramento County General Plan, Volume II, 1985)

Industry

There is a possibility that industries handling hazardous substances will locate within the planning area and create harmful emissions. The City could implement its own restrictions on future industry which could be more restrictive than national and state regulations. These types of restrictions would not permit industries within the City which have a history or propensity of hazardous releases. This type of ordinance would be difficult to draft and implement and is not recommended at this time within the General Plan policies.

**Traffic
Related
Emissions**

The Circulation Element of this General Plan contains transportation control measures consistent with the local requirements of the SACOG Air Quality Plan. These measures primarily entail the encouragement of alternative transportation and will help to lower future mobile emissions.

**Agricultural
Burning**

As the City's urbanization extends into agricultural areas, the potential for nuisance from stubble field burning will increase. The procedures described under Existing Conditions for controlling these impacts likely will remain in effect. The effectiveness of the procedures possibly could be improved if there were better data available on air quality conditions in Galt.

POLICY AND IMPLEMENTATION

The 1984 General Plan included numerous policies related to implementing the SACOG Air Quality Plan. Most of these policies related to encouraging alternative forms of transportation through construction of bikeways and pedestrian ways. Funding has not been available for these programs largely because redevelopment funds from the tax increment have not yet accumulated. However, major development plans in the Northeast Area will be required to include bike paths and sidewalks, a major step in implementing the 1984 policies.

CONSERVATION, OPEN SPACE & SCENIC HIGHWAYS ELEMENT POLICIES AND IMPLEMENTATION PROGRAMS

<u>Subject/Policies</u>	<u>Implementation Programs</u>	<u>Responsibility/Funding</u>	<u>Proposed Timing</u>
Air Quality			
21. Request the Sacramento County Air Pollution Control District to conduct a limited term air quality monitoring study to better define conditions in Galt.	Prepare a formal letter of request to the Sacramento County Air Pollution Control District for the execution of an air quality study which provides information on existing conditions in Galt.	Letter preparation: City Planning Department Letter approval and endorsement: City Council	Upon adoption of the General Plan
22. Support the implementation of the adopted local air quality control measures contained within the most recent SACOG Air Quality Plan.	<p>Note: This is a listing of the measures from SACOG the 1982 Plan which are "assigned" to Galt and should be replaced by the updated measures when a new Plan is completed.</p> <p>a. <u>Component:</u> Land Use</p> <p><u>Measure:</u> Continue to rehabilitate older parts of the City through tools such as Community Development Block Grants and the redevelopment process.</p> <p>b. <u>Component:</u> Land Use</p> <p><u>Measure:</u> Develop a Redevelopment Plan for implementation by July 1982.</p> <p><u>Monitoring Program:</u> Monitored through annual redevelopment report provided to Controller's Office by the City.</p> <p>c. <u>Component:</u> Non-Motorized</p> <p><u>Measure:</u> Identify annually in the City budget the implementation of the bike path system set forth in the General Plan, based on availability of funding.</p> <p><u>Monitoring Program:</u> This measure will be monitored through the information gathering process for the annual Reasonable Further Progress report.</p>	<p>a. City Council and Redevelopment Agency</p> <p>c. Public Works Depart. and Parks & Recreation Dept.</p>	<p>a. On-going</p> <p>b. Plan is prepared; implementation and monitoring are on-going</p> <p>c. Adoption of related policy in Circulation Element. Yearly budget item.</p>

<u>Subject/Policies</u>	<u>Implementation Programs</u>	<u>Responsibility/Funding</u>	<u>Proposed Timing</u>
Support the implementation of the adopted local air quality control measures contained within the most recent SACOG Air Quality Plan. (Continued)	d. <u>Component</u> : Non-Motorized <u>Measure</u> : Continue to require sidewalks in new development through the subdivision ordinance. <u>Monitoring Program</u> : This measure will be monitored through the information gathering process for the annual Reasonable Further Progress report.	d. Planning Department Planning Commission City Council	d. Adoption of related policy in Circulation Element. On-going review of developments.
	e. <u>Component</u> : Non-Motorized <u>Measure</u> : Have bike paths integrated into the plans of new developments through the subdivision review process. <u>Monitoring Program</u> : This measure will be monitored through the information gathering process for the annual Reasonable Further Progress report.	e. Planning Department Planning Commission City Council	e. Adoption of related policy in Circulation Element. Ongoing review of developments.
	f. <u>Component</u> : Non-Motorized <u>Measure</u> : Provide bike racks and/or facilities at selected public areas. <u>Monitoring Program</u> : This measure will be monitored through the information gathering process for the annual Reasonable Further Progress report.	f. Parks & Recreation Department, Private Businesses Funding: Parks & Recreation budget	f. Yearly budget item or discussion of lack of budget
	g. <u>Component</u> : Education <u>Measure</u> : Continue to provide space and post information (e.g., bulletin board) in City Hall or other public areas on transit, ridesharing, and non-motorized transportation. <u>Monitoring Program</u> : This measure will be monitored through the information gathering process for the annual Reasonable Further Progress report.	g. Public Works Department	g. On-going

AGRICULTURAL RESOURCES

GOAL

It shall be the goal of the City to preserve agricultural lands, especially those lands which are uniquely suited to agriculture because of their "prime" soils (Soil Conservation Service system of classification, I and II). The City shall seek to preserve these lands while providing land for needed future urbanization in a logical manner. Priority shall be made to urbanize those non-prime lands which are essential to the form and function of the City as envisioned by this General Plan.

IMPORTANCE

Agriculture has always been important to the economy of the Galt area. While it remains important, it is diminishing somewhat as the land becomes more valuable for other, more urban uses. Because most of the soils in the Galt planning area are not of Soil Conservation Service (SCS) "prime classification", it is less important to preserve them exclusively for agricultural uses than it would be in an area with prime fertile lands. In addition, Galt's proximity to large cities (Sacramento, Stockton, Lodi) with their employment opportunities provides a rural residential setting for those who work in those cities. This rural, agricultural setting is a desirable feature, often sought after by residents, especially those with families. The small town atmosphere of Galt was one of the most often-mentioned positive aspects of the City noted by the General Plan Community Questionnaire respondents. The visual benefits of living in an agricultural community are coupled with the opportunities for residents to have a small garden or a few animals which contribute to the desirability of this type of community.

Dairy farming is the single most important agricultural activity within the Galt planning area. Feed crops for the dairy cows, including pasturage, constitute the greatest portion of the agricultural economy in the area. Due to the limitations of the soils, production of consumer-ready food products is not widely practiced. Most of the agricultural operations are small, and often family-oriented.

There are two factors that limit the degree of importance of agriculture in the Galt planning area: the predominance of non-prime soils, which limit the intensive use of land for food/fiber production, and the limitations caused by

the lack of major agricultural support industries. Associated with the first factor, is the land value being greater for urban uses than for agricultural uses.

RELEVANT LAWS AND POLICY

Williamson Act (California Land Conservation Act Government Code Sections 51200ET Seq.) Article XXVIII of the State Constitution

IMPLEMENTED BY: State of California
(Resources agency, Department
of Conservation)

Cities and counties enter into contracts with landowners in order to protect agricultural land from conversion to urban and other uses. The implementing agency is the State of California; The Resources Agency, Department of Conservation. The terms of the contract include:

- A minimum length of 10 years, with an automatic renewal each year during that period.
- To terminate the contract the land owner either files a Notice of Non-renewal or the local government may cancel the contract in certain instances and with penalties being paid by the land owner.

Impacts of implementation of the Williamson Act include reduction of tax revenues to the city/county that might be realized if the lands were utilized in a different manner. There is provision whereby the state is able to provide a portion of the tax loss to the city/county through the use of subvention funds.

The advantage to the land owner is the ability to receive a reduced tax assessment rate whereby the land is assessed at its agricultural value and not its market value.

(Continued . . .)

RELEVANT LAWS AND POLICY (Continued)

California Civil Code, Section 3482.5, AB585 (1981). Nuisance: Agricultural Enterprises.

IMPLEMENTING AGENCY: Local City Police/County Sheriff's Dept.

This law allows for protection of an existing agricultural use when it comes into an apparent land use conflict with another use, such as a subdivision or other urban use. The law protects agricultural use when the agricultural operation has been existing for longer than three years, has been operating in a proper manner and when there is a changed condition in or about the locality which precipitates the nuisance.

CEQA: California Environmental Quality Act (California Public Resources Code Sections 21000 ET. Seq.

IMPLEMENTING AGENCY: City of Galt Planning Department (within the city limits), Sacramento County Planning Department (outside the city limits, within the sphere of influence and planning area)

The intent of CEQA is to maintain "A quality environment for the people of this state now and in the future". The function of CEQA is to establish statutes and guidelines for the systematic and complete evaluation of projects and to develop reasonable alternatives and mitigation measures that will reduce any significant effects of the project. (See SB878, p. iv, CEQA Reexemption for Dairies)

Sacramento County: Open Space, Conservation and Resource Management Element to the General Plan (April 1985)

IMPLEMENTING AGENCY: Sacramento County Planning Department

Lands that lie outside of the city limits of Galt but within the planning area are included in the County's Land Use General Plan Map area. One of the primary goals of the county's General Plan element regarding open space/resource management is "to maintain and enhance the agricultural environment of the County". (Goal 1.1.2 GP20A-27 SAC/CO General Plan April 1985). Policies to achieve this goal are set forth in the Plan and include zoning designations,

(Continued . . .)

**Sacramento County: Open Space
Conservation and Resource Man-
agement Element to the General Plan
(Continued)**

parcel size requirements. In addition, support for drainage improvements, special agricultural water-improvement districts and farm advisors and agriculture commissioners offices.

Sacramento County 1986 Zoning Plan

AVAILABLE INFORMATION

Agricultural Commissioner, Sacramento -
County W. Leland Brown. 4137 -
Branch Center Rd, Sacramento, CA
95827
(916) 366-2003

Brnch Off: Deborah Thompson
Agricultural Biol.
520 N. Lincoln Wy
Galt (209) 745-4109

Agricultural Crop & Livestock Report - Lists commodities, gross
(Annual); Available through the values, acreage, production,
Agricultural Commissioner's Office. value of each crop and
inventory of livestock

Soil Survey of Sacramento Area California - Provides soils information
(1954) prepared by the U.S. Dept. regarding erosion control and
of Agriculture Soil Conservation farm management practices
Service in cooperation with Uni- - Maps/classifies soils through-
versity of California Agricultural out the county and lists their
Experimental Station characteristics including those
related to permeability runoff,
depth, erosion hazard, natural
fertility, and present uses. The
survey is currently being up-
dated and some of the draft
information is available at the
Soil Conservation Service Br.
Office at 65 Quinta Ct. Elk
Grove. Contact Person: Dave
Simpson; (916) 682-7844

- The South County Conservation Plan: A Study of Land and Water Conservation and Development in Sacramento County, California. Prepared by McCreary Koreisky Engineers (1969)
- Contains information about land and water resources, future water projects, land conversion projects.
- Sacramento County General Plan (as amended thru April 1985) prepared by the Sacramento County Planning and Community Development Dept. 827 7th St., Sacramento, CA 95814 (916) 440-6221
- Volume II Sacramento County's Physical Environment (1972) report of the Sacramento Environmental Management Task Force to the Environmental Protection Technical Advisory Committee and the Sacramento County Executive
- The document is a report that was compiled for the purpose of creating an inventory, analysis and data base of the County's physical environment. With this information available, it is anticipated that decisions regarding development will be more soundly made.
- This document was obtained from the Sacramento County Planning Dept. Environmental Impact Section 827 7th St., Sacramento, CA 95814

EXISTING CONDITIONS

The single most important agricultural product in the Galt planning area is dairy cattle and the associated feed crops for their production. The following inventory reflects the estimated acreage in each crop.

Inventory

The dairy cattle feed crops consist of:

- 1) Corn silage - 120 acres \pm
- 2) Other dairy feed crops (dairy support) - 574 acres (in a given field, crops may vary from season to season and year to year)
- 3) Dairy (irrigated) pasture - 290 acres
- 4) Dry pasture - 55 acres
- 5) Hay - 155 acres

- 6) Rice/sudan grass for seed/wheat/ladino clover for seed - 2075 acres
- 7) Horse ranches: 4 ranches
- 8) Dairies: 17 average-sized dairies (200-250 cows ea)
2 large-sized dairies (300 cows each)
- 9) Chickens: 2 operations (meat/pullets)
1 operation (eggs)
- 10) Almonds - 22 acres
- 11) Walnuts - 149 acres
- 12) Pistachios - <5 acres
- 13) Grapes (white) - 311 acres
- 14) Truck farming - specialty crops: peppers, squash, cucumbers (17 acres)
- 15) Small retail nursery
- 16) Beef cattle no numbers available (ranchette area) west of City of Galt
- 17) Apiaries (bees) - Approx. 5 apiaries with 100 colonies each; the number varies according to season; transient colonies are brought in to pollinate clover for seed production

In Sacramento County, agricultural lands have been converted to urban use lands in increasing numbers. Because of the improvements in agricultural techniques the intensity of production on previously classified extensive agricultural land has increased, thus helping to balance the inventory. Farm lands categorized as agricultural croplands (intensive agriculture) have the typical crops of rice, row crops, and orchards. Lands classified as general agriculture (extensive agriculture) have typical crops of barley, wheat, hay, range lands for cattle (Sacramento County General Plan, p. 100). Within the Galt planning area, there has been a noticeable decrease in agriculture since the "bumper" year 1981 (Debbie Thompson, Ag. Biologist).

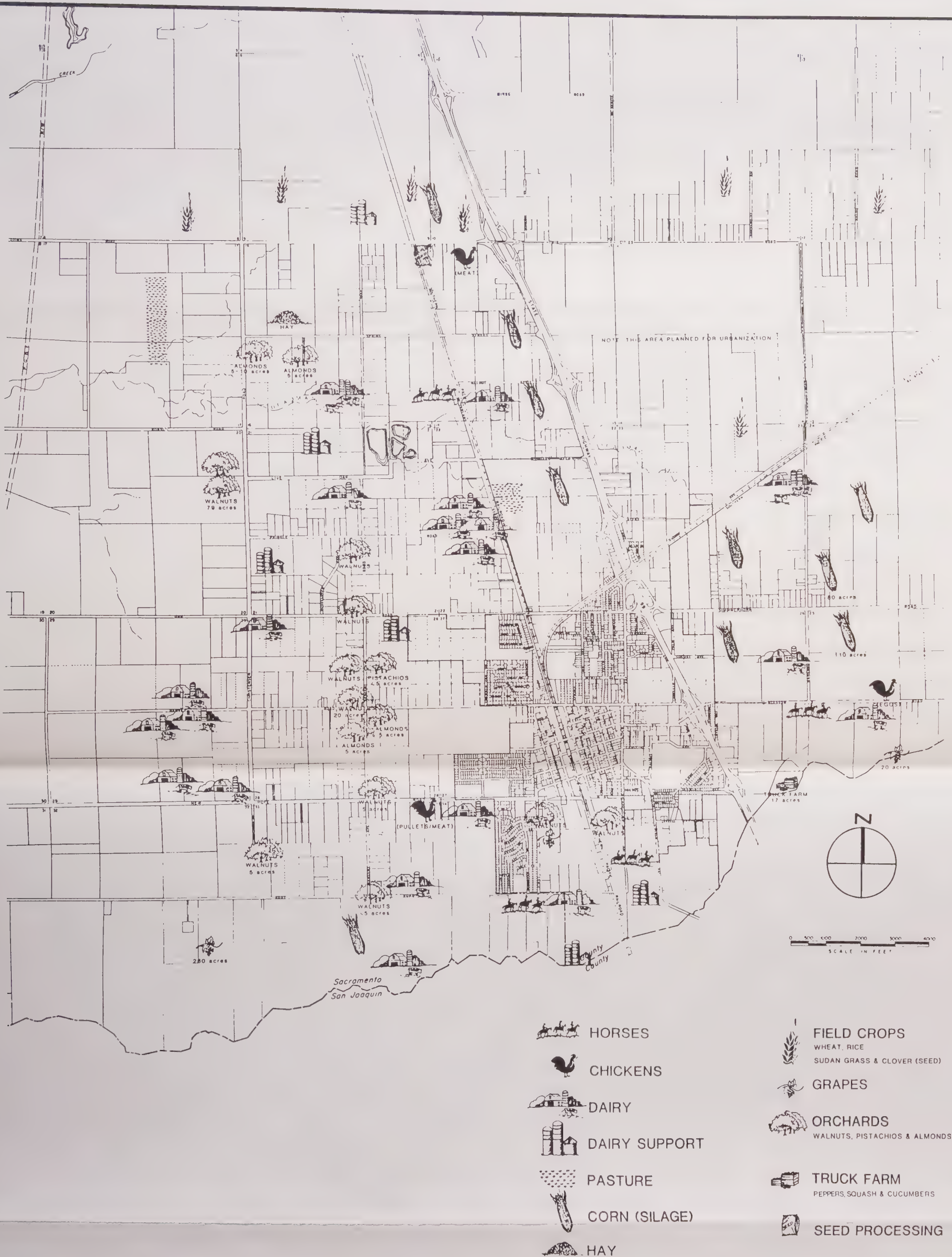
Williamson Act Contract Lands

There are fifteen parcels currently under Williamson Act contracts within the Galt planning area. These parcels cover approximately 1200 acres. Four non-renew contracts are listed (127 acres) and one cancellation due to eminent domain (Galt Sewer Treatment Plant) approximately 297 acres. These contracts are categorized "non-renew", with agreements set to expire at the end of the contract. Contracts run for ten year minimum terms.

Agricultural Urban Conflicts

Among the most common complaints (conflicts) that occur between the urban and agricultural uses are:

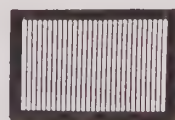
- Noise, especially associated with low-flying "crop-duster" aircraft,
- Smoke from agricultural burning, and
- Apiaries (bee yards) in the proximity of public thoroughfares.



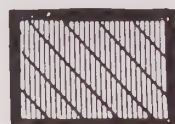
CITY OF GALT

GENERAL PLAN Planning Concepts

AGRICULTURAL LAND USE MAP



UNDER CONTRACT



NON-RENEWAL OF
CONTRACT



CONTRACT CANCELLED
PER EMINENT DOMAIN

* SOURCE: SACRAMENTO COUNTY PLANNING DEPT.

CITY OF GALT

GENERAL PLAN Planning Concepts

WILLIAMSON ACT LANDS

Most of the complaints related to the local Agriculture Commissioner's Office are due to noise (Debbie Thompson, Ag. Biologist, Sacramento County Agriculture Commissioner's Office, October 29, 1987). It is essential for the crop-dusters to fly during the early morning hours (pre-dawn) in order to safely apply pesticides before the winds rise. Application of pesticides is dangerous and illegal during windy conditions due to potential drifting of materials from their targeted areas. An understanding of the reason for the early morning inconvenience on the general public's part would help alleviate the problem.

Smoke from burning the stubble fields is another agricultural necessity that often creates a conflict. Burning is necessary in production of certain crops, such as silage corn, rice, etc., where the stubble is not easily re-incorporated into the soil after harvest. It must be burned to prepare soil for other crops. The California Air Resources Board (Sacramento Valley Air Quality Management District) designates the allowable burn days, based on meteorological criteria: wind, weather forecast, elevation of potential inversion layer, air mixing, stagnation etc. For burning of rice stubble, a dryness test must be made to ensure adequate dryness which reduces smokiness while burning. When conditions occur to delay or prevent stubble field burning, farmers must then delay planting their winter crops. The delay can be so long as to prevent the practicality of planting at all.

The problems with the apiaries located near thoroughfares is one that can most always be resolved by contacting the beekeeper but the Agricultural Commissioner's Office can be contacted for assistance. (State law requires each bee hive have the owner's name and telephone number printed on it.)

Subsidies ("Set-Aside/ Dairy Buyouts")

Set-aside lands are portions of agricultural lands that are kept out of production for a specific length of time. A portion of a farm's fields is kept out of production for the purpose of reducing surplus of the particular crop. In the Galt area, the crops involved are rice or wheat grown for grain. An exact, specified amount of land is kept in production and payment is made to the farmer to not raise the crop on the remainder of the land. This "fallow" land may be used for winter pastureland only. An important factor in the program is that in "set-aside" land, the history of the land's use (crop produced) is the basis for participation in the program. Currently, there are several growers in the Galt planning area who are involved in the program, which is administered by the federal Agricultural Stabilization Conservation Service (ASCS).

Another program, also administered by the Agricultural Stabilization and Conservation Service (ASCS), a branch of the United States is the dairy buy-out program. When dairy products (milk) reach surplus status this program is considered. Under the program, the dairyman sets a certain price for which he will sell the dairy cows to the government. The government sets its price and accepts or rejects the bid. If accepted, the cows are slaughtered

and the dairyman may not keep dairy cows on the dairy for a period of five years. The advantage is to reduce the surplus of milk on the market while ensuring economic stability for the dairyman. Only one dairy farm currently subscribes to the program and until additional funding becomes available, the program is no longer an option.

The "ripple" effect of these types of programs on the local economy can be substantial. The various services supplying the dairy: feed producers, equipment sales/services, fertilizer, pesticide, seed producers/sales, etc. at all levels are only the most obvious of those affected.

Soils

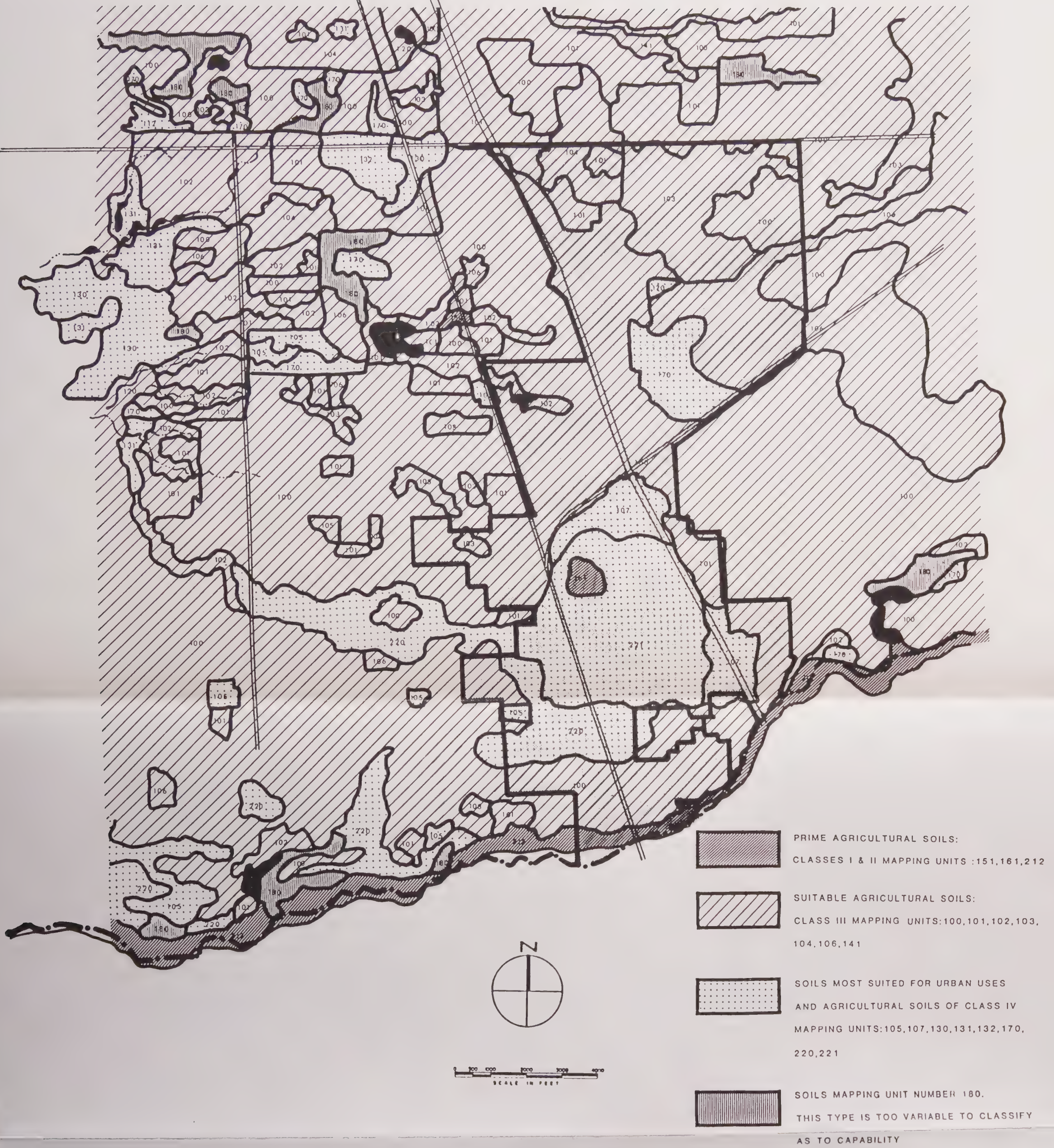
Most soils under intensive agriculture are within the Class I, II and III categories as defined by the USDA Soil Conservation Survey. Most of the soils within the Galt planning area are in the Class III and IV categories, with a small area of Class I and II soils. (See Soils Map). Some general characteristics, including land use suitability, are listed in the soils table. Depth to hardpan or claypan is a major limiting factor of most of the Galt area soils, precluding or severely restricting the successful planting of fruit and nut crops. By the time these trees (walnuts, almonds, pistachios) reach productive size, their roots have encountered the hardpan, restricting further growth and vigor of the plant. Most of the best and deepest soils are alluvial in origin and are in the floodplains of Dry Creek on the south border of the Galt planning area. These soils are, however subject to flooding during prolonged, high intensity storms. Winter grain crops are affected by the washing out of its soil and seedlings. Grapes can have extensive losses from flooding when the vines, stakes, wire supports and irrigation systems are destroyed or damaged. The floodwaters often bring large amounts of debris with them, which must be removed as the waters subside. This can be costly.

POTENTIAL CONDITIONS

The two major limiting factors regarding the continued agricultural prevalence in the Galt planning area are:

- Urbanization of agricultural lands as they become more valuable for urban uses;
- Availability of adequate quantity of irrigation water.

The future of irrigation water supply may depend on the importation of surface water or other costly water projects. Subsurface water supplies the needs of farmers in the area, resulting in a depletion of the water table. With or without an additional source of irrigation water, such as the proposed



CITY OF GALT

GENERAL PLAN Planning Concepts

SOILS MAP

* SOURCE: (PRELIMINARY) SACRAMENTO AREA SOIL SURVEY,
U.S. DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE (1987)

Folsom Canal Project, water costs may become difficult and even prohibitive for future agriculture.

Within the City limits, the parcel sizes are smaller and thus more intense development exists. Parcel sizes tend to gradually increase as one moves away from the urban area. From a practical standpoint, especially in the production of field crops, larger parcels are required for agricultural uses. Planting, irrigation, cultivation, pest control and harvest of field crops as well as pasture land necessitate lands with larger acreage.

The intermediate-sized parcels, between the city center and the large parcels in the planning area and beyond, generally are in residential/ agricultural use. Raising a few beef cattle and small orchards are typical uses here and likely will continue in the future. This area acts as somewhat of a buffer between the heavy agricultural uses and the city core area.

Buffer Zone Concept

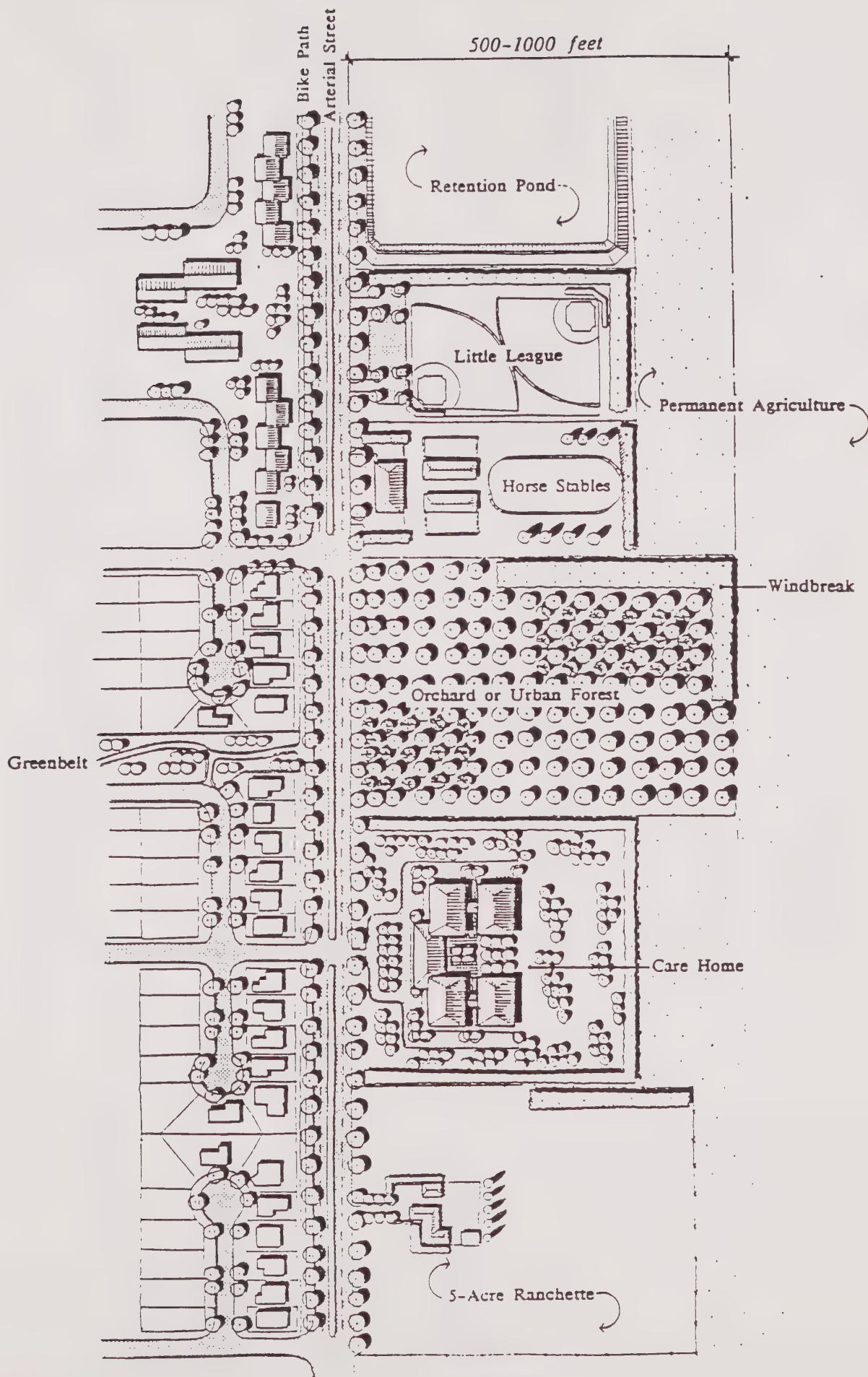
The City of Davis draft General Plan (1989) has proposed a "Transition Zone" between urban and agricultural uses to preserve the agricultural lands and to prevent conflicts that might arise between the two uses. Uses within the zone would be compatible with zoning in either side of the buffer. Specific uses, as suggested in the Davis plan, are: parks, trails, ballfields, vineyards, orchards, forests and woodlands, and large residential lots. Both public and private lands are included within the zone. The buffer zone recommended by the Davis "Urban Development Ag Buffer Task Force" (June, 1989) is 1500-2000 feet wide. Other features of the buffer concept included acquisition of lands and easements, but this is not likely to be feasible in Galt.

The designation of an urban agricultural buffer zone can be viewed as a logical solution to the problems associated with mixing urban and agricultural uses. The concept of the zone, as outlined above is well-suited to the Galt area because there is essentially a buffer zone already in existence. The planning area, just beyond the city limits on the west, currently has land uses typical of the types of uses suggested as appropriate within the buffer zone.

In Galt, a Residential/Agriculture designation is shown on the Land Use Map to accomplish this buffer zone intent. Additionally, implementation measures, such as land purchaser notification of nearby farming operations and restrictions on pesticides have been incorporated into the Implementation Programs.

POLICY/IMPLEMENTATION

The 1984 General Plan recommended that the County reclassify A-5 lands (5 acre minimum) to AG-20 or AG-80 to ensure preservation of permanent agriculture. This has not been accomplished. Policies also encouraged in-fill development and acceptance of positive easements in agricultural areas.



A-55

Figure 3: URBAN/AGRICUTURAL BUFFER CONCEPT
SOURCE: Draft Davis General Plan (1987)

CONSERVATION, OPEN SPACE & SCENIC HIGHWAYS ELEMENT POLICIES AND IMPLEMENTATION PROGRAMS

<u>Subject/Policies</u>	<u>Implementation Programs</u>	<u>Responsibility/Funding</u>	<u>Proposed Timing</u>
Agricultural Resources			
23. Work with the County to implement the General Plan goal calling for preservation of prime and other agricultural land from urban development.	Identify those areas having prime agricultural soils and those with soils which are suited to urbanization. <u>Outside of City, Within Sphere of Influence</u>	Sacramento County and City Planning Departments	On-going
	a. Establish a pre-zoning designation to preserve those lands with prime soils, or agricultural value.	City Planning Department and Council (a-c) Funding: Zoning Ordinance Update	a. Within 2 to 5 years of the General Plan's adoption
	b. Through General Plan designations and zoning, encourage non-farm development to utilize vacant urban land prior to using viable agricultural lands.		Upon General Plan adoption (b-c)
	c. Designate and Zone Williamson Act lands agricultural.		
24. Prevent future conflicts between urban and agricultural uses.	a. Work with Sacramento County to dissuade zoning that allows for medium and high density residential areas immediately adjacent to intensive agricultural uses.	a. Sacramento County Planning Department, City of Galt Planning Department	a. On-going.
	b. Establish a residential agricultural zoning district for the purpose of creating an agricultural buffer zone of moderate-size parcels (5-10 acres) suitable for combined residential and small scale agricultural uses, and other compatible uses.	Planning Department City Council (b & c) Funding: Zoning Ordinance Update	Within 2 to 5 years of the General Plan adoption. (b & c)
	c. Within the sphere of influence, prezone appropriate lands as agricultural or residential agricultural.		
	d. Continue enforcement of pesticide application and regulations and air pollution control regulations to insure they are legally and appropriately practiced, to minimize inconvenience and danger to the public.	d. Sacramento County Agricultural Commissioner's Office and Air Pollution Control District, and Galt Fire District.	d. On-going.
	e. Work with the County to restrict the use of pesticides within the buffer zones through the use of deed restriction requirement, a specific ordinance, or other mutually agreed upon measure.	e. City/County	e. On-going

Subject/Policies**Implementation Programs****Responsibility/Funding****Proposed Timing**

- f. Require that all new residential construction/development in areas contiguous to commercial agriculture operations notify subsequent purchasers of the proximity of farming operations and of the potential impacts associated with those operations. These potential impacts include, but are not limited to: noise, dust, insects, pesticide drift, night-time glare and light, and transportation effects of heavy agricultural equipment. Notice should be provided through incorporation of specific language in the covenants, conditions, and restrictions.

f. Planning Department

f. on-going

MINERAL RESOURCES

GOAL

It shall be the goal of the City to recognize mineral resources within its jurisdiction and to minimize conflicts between mining and other land uses.

IMPORTANCE

Use in a variety of construction activities (aggregate) and as a raw material for brick and block (clay and sand), as well as employment and other contributions to the local economy.

RELEVANT LAWS AND POLICY

California Surface Mining and Reclamation Act (SMARA), 1975

IMPLEMENTED BY: State Geologist,
State Mining and Geology Board
and local jurisdictions

The State General Plan Guidelines contain an informative description of SMARA. The following is a brief summary of its aspects most relating to Galt:

"The Legislature enacted SMARA in 1975 to ensure that:

- (a) Adverse environmental effects are prevented or minimized and that mined lands are reclaimed to a usable condition which is readily adaptable for alternative land uses.
- (b) The production and conservation of minerals are encouraged, while giving consideration to values relating to recreation, watershed, wildlife, range and forage, and aesthetic enjoyment.
- (c) Residual hazards to the public health and safety are eliminated. (Public Resources Code Section 2712)"

(Excerpted from the State General Plan Guidelines, 1987.)

California Surface Mining and Reclamation Act (SMARA), 1975
(Continued)

The law requires:

- Classification by the State Geologist of mineral resources into four Mineral Resource Zones (MRZ) or a Scientific Zone (SZ):
 - MRZ-1. Areas where adequate information indicates that no significant mineral deposits are present or where it is judged that little likelihood exists for their presence.
 - MRZ-2. Areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists.
 - MRZ-3. Areas containing mineral deposits the significance of which cannot be evaluated from available data.
 - MRZ-4. Areas where available information is inadequate for assignment to any other MRZ zone.
 - SZ. Areas containing unique or rare occurrences of rocks, minerals, or fossils that are of outstanding scientific significance shall be classified in this zone (State Board Guidelines);
- Designation by the State Mining and Geology Board if it chooses, of mineral lands which are of regional or statewide significance;

RELEVANT LAWS AND POLICY (Continued)

California Surface Mining and Reclamation Act (SMARA), 1975 (Continued)

- Distribution of classification maps and reports to counties and cities;
- Recognition of this mineral's information in local general plans;
- Management of land use in areas of statewide and regional significance, emphasizing conservation and development of significant deposits;
- That, for areas which have not been designated as having significance and which are in a jurisdiction which has not adopted mineral resource policies in its general plan, amendment by the local agency of its general plan, or applicable specific plan or adoption of a new specific plan, when requested to do so by the operator of an existing surface mine or other interested person; and
- Regulation of mining operations by local ordinance, with mining permits conditioned on approval of a reclamation plan.

AVAILABLE INFORMATION

State Mining and Geology Board

At some future date classification of the Galt area may become available.

"Geologic Map of the Sacramento Quadrangle". 1981. Division of Mines and Geology

Shows the geology of the Sacramento Area, including Galt.

EXISTING CONDITIONS

There has been no classification of minerals in the Galt area. A Sacramento classification study did not extend south of the Cosumnes River. A San Joaquin area study is now underway and will be ready in a few months, but it does not extend north of Dry Creek (Mike Silva of the Division of Mines and Geology, November 1987). The City can send a request for classification to the Division of Mines and Geology to obtain information on existing resources.

The Geologic Map of the Sacramento Quadrangle shows the entire area, with the exception of Dry Creek, as "Basin Deposits (alluvium)". The Dry Creek corridor is shown as "Levee and channel deposits". Given this geology the primary minerals anticipated would be construction aggregates (sand and gravel) along Dry Creek.

There is currently no on-going or significant mining activity taking place in the planning area. There are reports that deposits of top soil in Dry Creek were recently removed for sale and use in landscaping.

The Crystalite Block plant located in Galt uses sand and other minerals as raw material, but it obtains these materials from other locations:

Sand	Manteca and Lockeford/Clements (100-150 tons/day)
Volcanic Scoria	Lake County (75 tpms day)
Shale	Port Costa in Costa Contra County (50 tons/day)
Pumice	Bend, Oregon (N.A.)

SOURCE: Hoffman, 1987

According to Lee Hoffman of Crystalite Block, Inc., the plant could use a local source of sand if one were available, but there are no local "washing plants" to extract sands and so Crystalite buys most of its sand from Manteca.

FUTURE CONDITIONS

Future conditions will depend on the State's classification findings and whether or not future mineral deposits of significance are discovered. However, based on the existing, limited information, mining activity in Galt will be minimal, and if it occurs, pressure for mining will focus on the aggregates of Dry Creek. Pressure could come from local road or building construction, or from interest by Crystalite Block, Inc., in developing a local source of sand. There is a likelihood, however, that any actual mining in Dry Creek

would significantly impact the riparian and recreational resources of that feature.

Impacts

Mining in Dry Creek likely would not conflict with urban land uses since the Dry Creek corridor is subject to substantial flooding hazard and since this General Plan calls for avoidance of the Creek's riparian habitat. Of more concern is potential conflict with environmental and recreational resources. Mining activities in Dry Creek could create erosion, sedimentation, and associated water quality problems, and disturb sensitive riparian habitat. In addition this General Plan calls for the development of recreational amenities along the portion of Dry Creek within the City, and mining would likely conflict with recreational uses. Those issues would have to be addressed in environmental review of any proposed operation, and the City will have to decide if the economic and construction facilitation benefits of the operation outweighs its impacts.

POLICY/IMPLEMENTATION

1984 General Plan Policies. The 1984 General Plan did not include policies related to mineral resources.

**CONSERVATION, OPEN SPACE & SCENIC HIGHWAYS ELEMENT
POLICIES AND IMPLEMENTATION PROGRAMS**

<u>Subject/Policies</u>	<u>Implementation Programs</u>	<u>Responsibility/Funding</u>	<u>Proposed Timing</u>
Mineral Resources			
25. Obtain State classification of mineral resources in the Planning Area as a basis for future land use management decisions.	Draft and send a letter to the Division of Mining and Geology requesting State classification of the minerals in the planning area.	City Planning Department	Immediately
26. Prevent encroachment of sensitive land uses onto any lands containing significant mineral deposits which are discovered in the future.	Use specific and appropriate zoning if significant deposits are discovered.	Planning Department City Council	When and if significant deposits are found
27. Condition future mining operation approvals on provision of measures minimizing adverse environmental effects and reclaiming the mining site upon termination of the operation.	Adopt an ordinance establishing a permitting system and requiring a detailed reclamation plan. The City may adopt the County's ordinance.	Planning Department City Council	Within 2 to 5 years of General Plan's adoption
28. Establish a threshold for EIRs which requires an EIR for any mining operation which is proposed in areas having riparian characteristics.	Draft this EIR threshold into the set of Galt EIR Guidelines which will be prepared following the adoption of this General Plan.	Planning Department City Council	Within 2 to 5 years of General Plan's adoption
29. Prohibit mining activity within Dry Creek or any other waterway which would impact the unique riparian and recreational resources of the Creek.	Do not include mining among the permitted uses of the Open Space zoning district which is to be prepared.	Planning Department City Council	Within 2 to 5 years of General Plan's adoption

RECREATIONAL RESOURCES

INTRODUCTION

Cities are required to adopt open space elements which are to serve as open space plans. Open space as defined by the General Plan Guidelines can include land for outdoor recreation and this section of the Galt Conservation/Open Space Element is intended to discuss areas which should be maintained in open space for this purpose. In addition, Public Resources Code Section 5076 requires that open space elements consider demands for trail-oriented recreation use and the feasibility of integrating City trail routes with the California Recreational Trails System. Open space zoning must be consistent with the General Plan Open Space Element.

GOAL

It shall be the goal of the City to provide varied areas for neighborhood and City-wide use of ample size, with suitable facilities and adequate maintenance and security to provide active and passive recreational opportunities for the residents of the community.

IMPORTANCE

The rising cost and scarcity of land for parks as cities urbanize makes long range planning for parks and recreation an important component of general plans. Parks and recreation programs are a key City service and need careful advance planning to ensure that future needs are met both in terms of land availability and funds for development, operation and maintenance. Finally, parks are visual focal points - "image-makers" for the City and can be as important to the City's urban design as its circulation system and land use pattern.

Quimby Act

IMPLEMENTED BY: City

Allows local governments to require land dedication or in lieu fees for park development of residential developers. These park lands must be shown on the general plan to allow use of Quimby Act exactions. In Galt, a standard of 5 acres/1000 residents has been adopted and developers are required to contribute on this basis.

Where required by the General Plan or a specific plan, the City may require open space and park area in addition to that required under the Quimby Act so long as the requirement is a condition of approval other than a condition of a subdivision.

Subdivision Map Act

IMPLEMENTED BY: City

Various sections of the Subdivision Map Act allow cities to require subdivision developers to provide land dedication or in-lieu fees for:

- Access to waterways, streams, and rivers (Government Code Sections 66478.4, 66478.5)
- Bicycle paths (if subdivision has 200 or more parcels) (Government Code Section 66475.1)

(Continued . . .)

Conservation Easement Act (Civil Code Sections 815–816)

IMPLEMENTED BY: City or non-profit organization

Provides that a local government or a non-profit organization may acquire perpetual easements for the conservation of agricultural and open space lands and historic preservation. The landowner and accepting agency will agree upon the types of uses that may be permitted and these will be incorporated into the easement. Granting of a conservation easement may qualify as a charitable contribution for tax purposes. (California General Plan Guidelines, p. 192)

Open Space Easement Act of 1974 (California Government Code Section 51070–51097)

IMPLEMENTED BY: City

Authorizes local governments to accept easements granted to them or to non-profit organizations for the purpose of conserving open space or agricultural lands. These easements are established for a ten year period and renew annually. They must be consistent with the general plan. The local government is prohibited from granting building permits for land subject to such easements and they are considered "enforceable restrictions" of land under a preferential taxation program.

Scenic Easement Deed Act (California Government Code Section 6950–6954)

IMPLEMENTED BY: City

Authorizes a local government to purchase fee or scenic easements, but does not promote a specific mechanism for obtaining them. (California General Plan Guidelines, p. 192)

(Continued . . .)

**Perpetual Open Space Easements
(California Government Code Section
51050-51065)**

IMPLEMENTED BY: City

Provides an alternative means for recording perpetual or set term open space easements. An easement granted under this legislation must be consistent with the general plan and is an "enforceable restriction." (California General Plan Guidelines, p. 192)

**Open Space Covenants with Property
Owners (California Government Code
Section 65870-65875)**

IMPLEMENTED BY: City

Enables local governments to adopt an ordinance for the purpose of establishing open-space covenants with property owners. These deed restrictions regulate land uses. (California General Plan Guidelines, p. 192)

AVAILABLE INFORMATION

State of California, Resources Agency,
Department of Parks and
Recreation

- Information on park grants available and recreation concerns in general

Northeast Area Specific Plan

- Area of coverage: 1200 acres north of Amador and east of Highway 99.
- Type of coverage: Recreation/park needs of the Northeast Area are projected and future park sites are mapped.

EXISTING CONDITIONS

Facilities

There are two neighborhood parks, a community park, two "pocket" parks, various school playgrounds, and the high school gym serving the City. These facilities satisfy the current recreational need in the City. As shown on the chart below, the only existing unmet recreational needs in 1989 are for additional neighborhood parks, perhaps additional hard court play areas, and special area parks taking advantage of the Dry Creek area, the railroad land downtown, the Deadman Gulch floodway, and perhaps the wooded area next to Valley Oaks School.

EXISTING PARK AREAS

Name and Location	Acres	Facilities
SMUD Park, Lincoln Way and "A" Streets	0.4	Lawn
S.P. Park, 4th and "C" Streets	1.1	Lawn
Harvey Park, 3rd and "C" Streets	2.3	Baseball diamond, picnic tables, barbecues, restrooms, play apparatus
Chabolla Historical Park, Walnut and Caroline Streets	56.0	Swimming pool, landscaping, administration building, picnic area, barbecues, undeveloped land, play apparatus, 3 baseball diamonds
Meadowview, Kost Rd & Meadowview Dr	5.0	Lawn, picnic tables
TOTAL ACRES	64.0	

SCHOOL RECREATION FACILITIES

Galt High School	Gymnasium 2 baseball fields 1 softball field	1 football field 6 tennis courts 1 pool (74 x 52)	1 track 1 soccer fld 1 bsktbl ct
Galt Middle School	3 baseball fields 1 soccer field 1 outside basketball	1 inside basketball (sml gym)	3 outdoor volleyball areas-hrdtp
Fair Site Elementary	2 basketball courts 2 baseball fields	1 soccer feld 1 hardtop area	
Valley Oaks Elementary	4 basketball courts (outside) 1 inside basketball court	2 baseball fields 1 soccer field 1 hardtop play area	

	Total 1989 Existing Need	Existing Facilities	1989 Unmet Need
Baseball Diamonds (1/6000*)	1	9	0
Softball Diamonds / Multi-purpose fields (1/3000*)	2	3	0
Tennis Courts (1/2000*)	3	6	0
Hard Play Courts / Basket- ball Courts / Multi- purpose courts (1/500*)	14	12	+2
Swimming Pool (25m -1/1000*) (50m - 1/20,000)	1	2	0
Meeting Centers (1/10,000*)	1	2	0
Play Apparatus (at each park and school)	6	6	
Tot Lots 2500 sq ft - 1a.* (each neighborhood)			
Neighborhood Parks 5-20a.* (2.5 a/1000)	17.5	6.5a	+ 11a
Community Park 20-100 a.* (2.5 a/1000)	17.5	56a	0
Special Area Parks* (Based on special features pre- sent in the community)	3	0	3
TOTAL BASIC PARK ACREAGE (5a/1000**)	35	62.5	

* Based on National Parks and Recreation Association Standards

** City standard

Existing Financing

To date, the Flea Market has provided the main source of revenue for parks and recreation development and programs in Galt. It's importance to parks and recreation in the City cannot be under emphasized. Other sources have included rents, grants, and program fees (in order of importance). Maintenance of the flea market grounds is the single greatest parks and recreation expenditure, followed by professional fees, salaries and wages, and upkeep of the swimming pool.

A \$1 million 1989 bond issue was used to upgrade the Flea Market grounds.

FUTURE CONDITIONS

As the City grows, recreational needs will increase and new lands and program funding will be required. Key needs within the next 5-10 years will be neighborhood parks to serve new subdivisions and planning and acquisition of three special park areas within the City - The railroad Town Square area downtown, the Deadman Gulch area, and the Dry Creek area. These "Special areas" have been of concern in Galt for many years and were discussed as potential parks and recreation areas in the 1984 General Plan. The railroad land Town Square area at 4th and C Streets is a visual focal point in old downtown Galt and is critical to the redevelopment of the area. Parking, aesthetic upgrading, a gathering place for special downtown events, and facilities for visiting shoppers are all needed. The Dry Creek area is Galt's most significant natural feature and offers and opportunity to combine flood plain protection with natural recreational open space. The opportunity for an equestrian trail along the creek is particularly important to Galt with its many horse ranches. If the proposed Hutson School Reservoir on Dry Creek is ever constructed, a year round flow in Dry Creek will further enhance its recreational value. The Deadman Gulch area is a natural floodway in the northern portion of the City which creates an opportunity for trails and park areas.

Basic Park Needs

The City's anticipated growth to a population of 23,500 in 8,200 housing units will result in an increase of about 16,250 people in 5,400 housing units between 1987 and 2005. An estimate has been made of the park area required to service this increase in population as well as the population that could occur within the potential urban area using the City's adopted standard of 5 acres of park area per 1,000 population. These estimates are shown in the table following this page. The actual ratio of park area to population at the present time in the City is nearly nine acres per 1,000 population. The Northeast Area Specific Plan set its goal as 60 acres of park and open space lands for a projected population of about 12,000 - 5-acres per 1,000 population.

1. Neighborhood Parks. Typically about five acres in size, these parks provide adequate area for playfields (Little League), tot lots, and landscaping. Preferable, these parks are located next to elementary schools in which case their acreage can be reduced to three acres since the school grounds provide the playfield area. The service area should not exceed 3/8ths of a mile in radius (a 5 to 10 minute walk) and may contain between 1,200 and 1,600 housing units. The typical neighborhood park would cost about \$950,000.
2. District Parks. Typically between 8 and 20 acres in size, they provide space for adult playing fields, swimming pools, picnic tables and barbecues, and other facilities. The service area for a district park should not exceed a radius of 1.5 miles. Preferably, district parks would be located adjacent to intermediate or high schools. Northeast Area district park and a second park of this type on the west side of the City are mapped on the following page. A typical district park would cost about \$1.8 million.
3. Community Parks. Typically 50 acres or more in size, these parks provide space for specialized recreational activities for all residents of the City. Chabolla Park obviously fits this category. However, as the City's population grows, it is probable that it will need to be revitalized. A preliminary estimate of the cost of upgrading the park is \$3.8 million. It is also anticipated that the community center will need to be expanded to provide adequate service for the expanded population. The cost of the City Center expansion is estimated at \$2.2 million.

The Chabolla Park will be supplemented as a community-wide facility by the Dry Creek Ranch Golf Course, the open space preserves proposed in the Dry Creek and Deadman Creek channels and floodplains as well as the proposed 9,500 acres (15 square miles) Mokelumne River Wildlife Habitat three miles to the west of the City.

ESTIMATING PARK ACREAGE REQUIREMENTS

Population – 23,500

5 acres pr 1,000 population =	117 acres
Existing Parks	65 acres
<u>Proposed Northeast Parks</u>	<u>26 acres</u>

Additional Acreage Required 26 acres

Potential Urban Area – Population Capacity 30,325 (Shaded Area on Map on Following Page)

5 acres per 1,000 population	152 acres
Existing Parks	65 acres
<u>Proposed Northeast Parks</u>	<u>26 acres</u>

Additional Acreage Required 61 acres

SOURCE: Cone Report 12/12/88

Special Area Parks

A number of special area parks are also needed:

1. Dry Creek Community Natural Area. Uses envisioned include hiking, pedestrian, and equestrian trails along the creek and a core park area off Lincoln for access, parking, and community uses. Due to lack of funds, it would be impossible for the City to purchase the entire Dry Creek Recreation Area. The core area is recommended for purchase if possible. Otherwise, it will be important to require individual developments along Dry Creek to grant open space easements and develop these areas consistent with City plans.
2. Deadman Gulch Natural Floodway. As development occurs adjacent to Deadman Gulch, development of a natural floodway will be required to handle stormwaters. The Northeast Area Specific Plan requires a 30-foot landscaped parkway along the floodway to include bike and pedestrian paths and a core community park adjacent to a portion of the area. The Gulch must remain visually open along at least two-thirds of its banks through proper placement of roads and structures to ensure maintenance and safety access and for aesthetic reasons. This concept should be continued along the Gulch as development occurs.
3. Town Square Park on railroad land downtown. To include parking, lawn area for community events, paths, picnic tables and landscaping. Discussions on the City's ability to use these lands are on-going and will eventually result in a solution to the development of the area.
4. Further upgrading of flea market area to include tree planting, sodding of sales area, and location of picnic/seating areas.

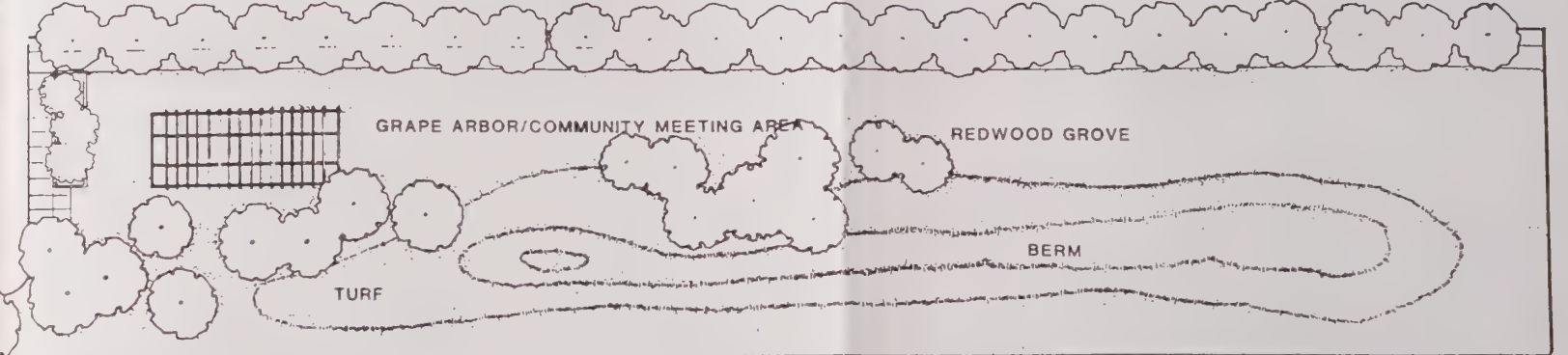
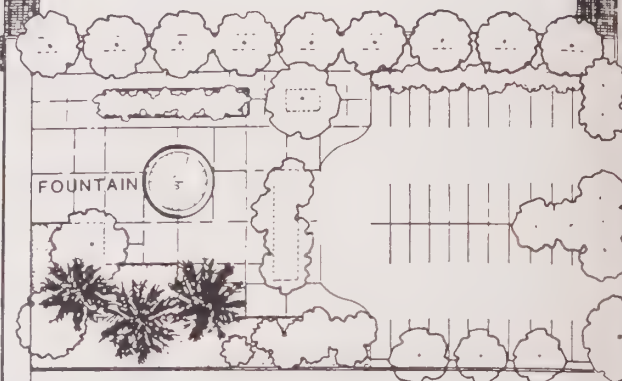
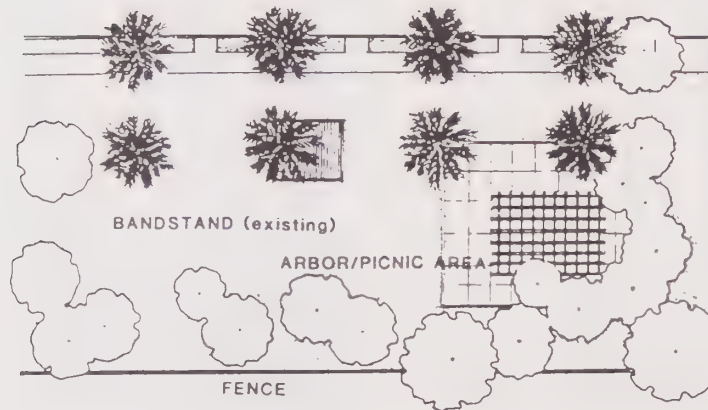
COMMERCIAL



GALT HOTEL (RESTORE FACADE)

D STREET

4 TH STREET

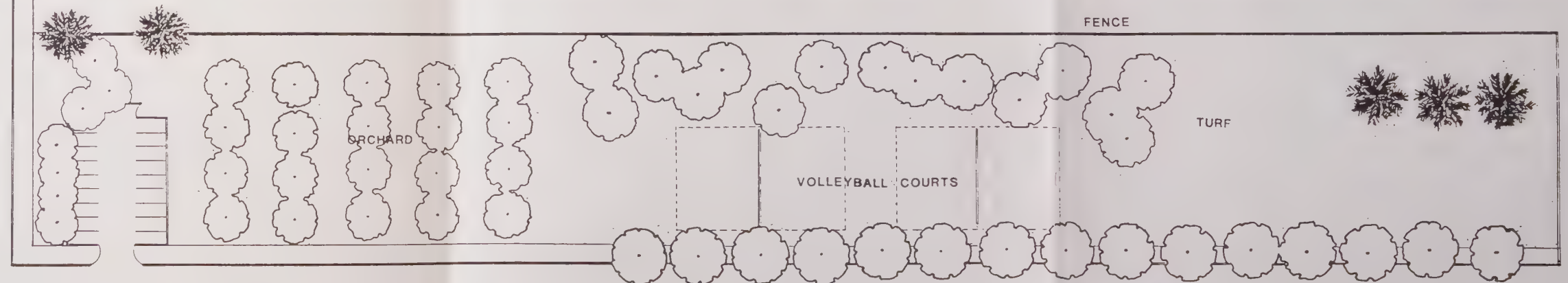


RAILROAD TRACKS

FENCE



B STREET



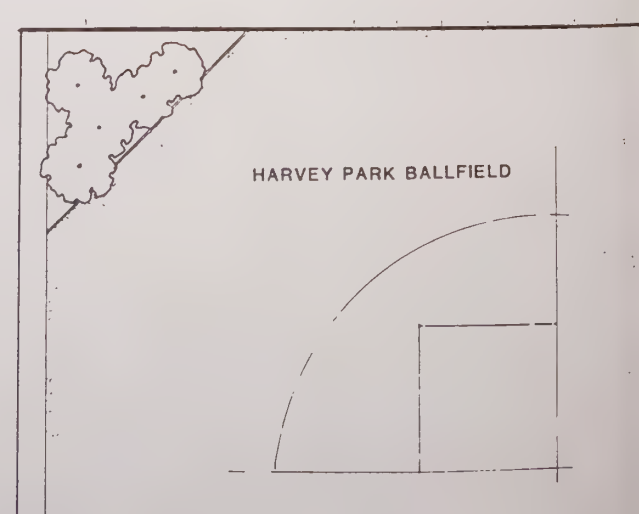
FENCE

3 RD STREET



Planning
Concepts

RESIDENTIAL AREA



HARVEY PARK BALLFIELD

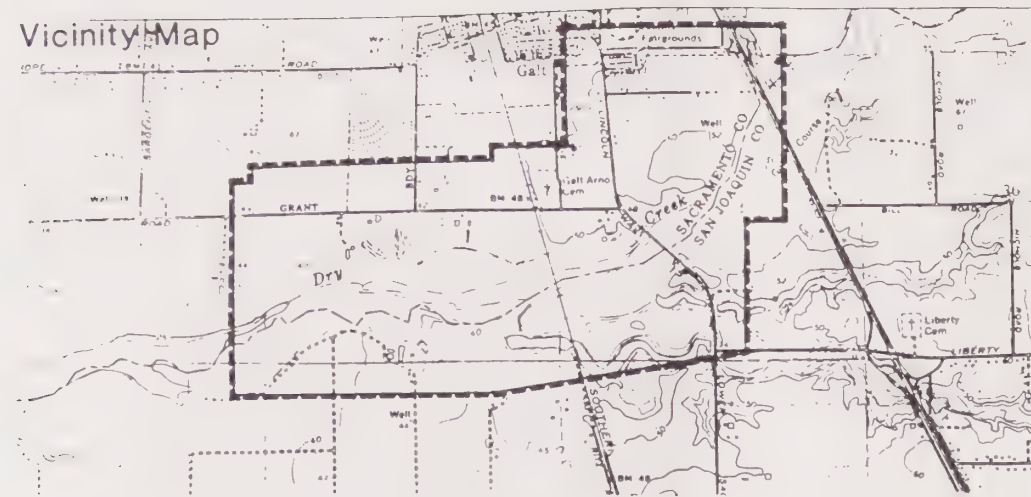


TOWN SQUARE PARK

CITY OF GALT

CONCEPT PLAN

Vicinity Map



DOWNTOWN GALT

DRY CREEK RANCH
COUNTRY CLUB

TRAIL UNDERCROSSING

Residential Area
(Under construction)

PICNIC AREA

GOLF COURSE

LINK TO MEADOWVIEW PARK

PICNIC AREA

• REESTABLISH RIPARIAN VEGETATION FOR WILDLIFE HABITAT

BICYCLE/PEDESTRIAN/
EQUESTRIAN TRAIL

NATURE CENTER/COMMUNITY
MEETING ROOM

PARKING

POND

TRAIL UNDERCROSSING

LEVEE (PROPOSED)



contour intervals-5'

• FUTURE LINK TRAIL
TO MOKELUMNE RIVER

• POSSIBLE FUTURE LOOP TRAIL ON SAN
JOAQUIN COUNTY SIDE OF DRY CREEK

DRY CREEK FLOODPLAIN

RECREATION CONCEPT PLAN

Planning
Concepts

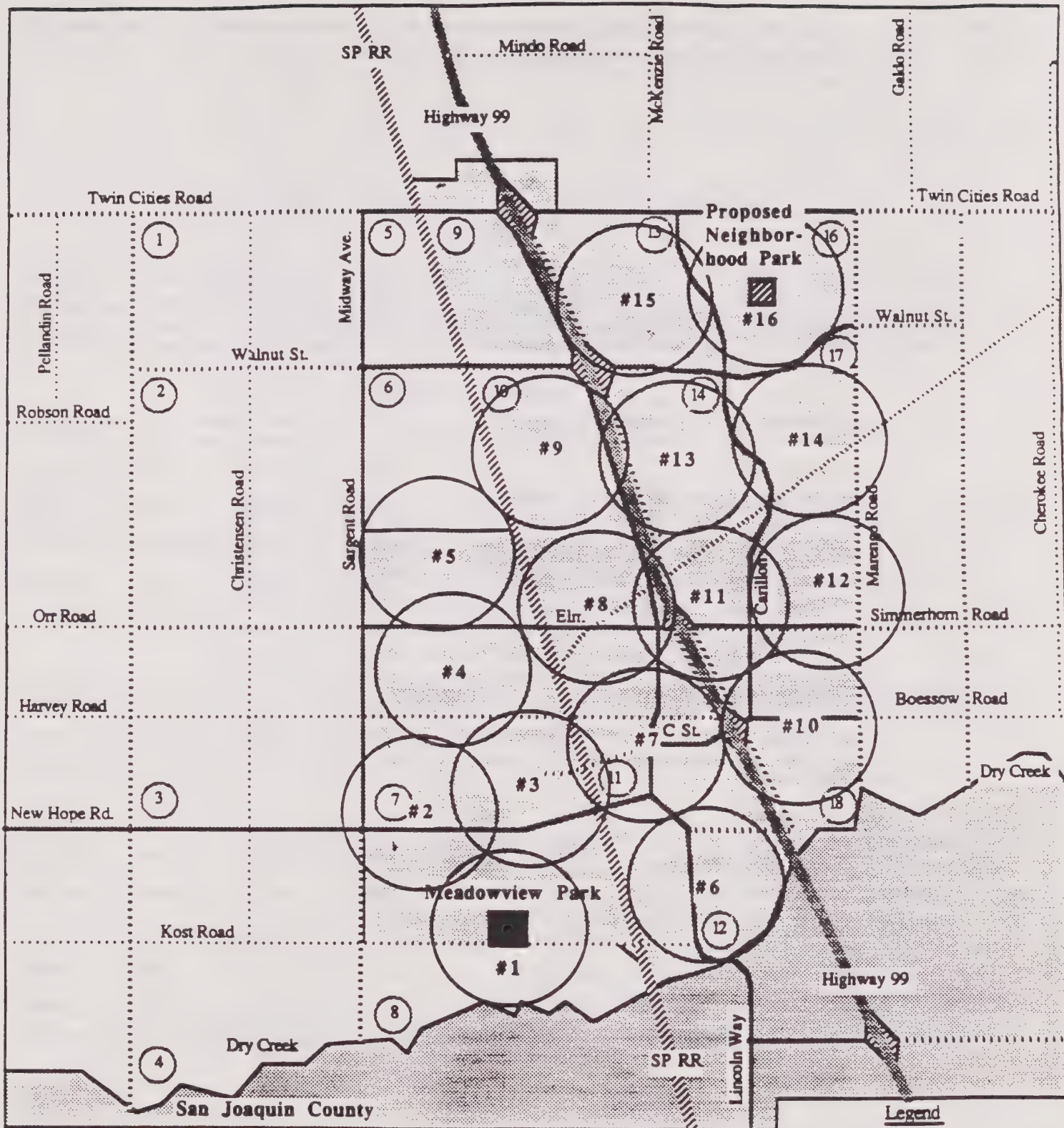


* see concept plan for proposed development of this area

CITY OF GALT

GENERAL PLAN Planning Concepts

PARKS AND RECREATION MAP

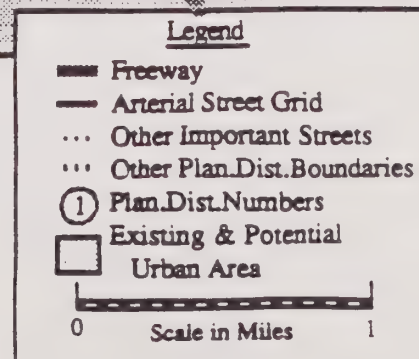


Schematic Map of the City of Galt's Planning Districts
Showing the Potential Urban Area

Neighborhood Parks ... Preliminary Location Study

CITY OF GALT
GENERAL PLAN

A-77



Funding

The recommended park improvements to meet the needs of the year 2005 population and their costs are listed below.

PARK, RECREATION AND CULTURAL PROJECTS ... COST ESTIMATES

City of Galt
October 1988

Index #	Projects	Site Size Acres	.....Land Costs.....		.....Improvement Costs.....		Projected Cost
			\$'s Per Acre	Amount	\$'s Per Acre	Amount	
	TOTALS						\$16,804,000

PROPOSED PARKS

	NORTHEAST AREA	85.4					\$5,802,000
1	"Community" or "District" Park	8.2	\$40,000	\$328,000	\$100,000	\$820,000	\$1,148,000
2	"PD #16 Neighborhood Park	5.2	\$40,000	\$208,000	\$150,000	\$780,000	\$988,000
3	"Local Parks"	12.0	\$40,000	\$480,000	\$150,000	\$1,800,000	\$2,280,000
4	Floodway Landscaping, Improvements	60.0		\$0	\$23,100	\$1,386,000	\$1,386,000

	REMAINDER OF CITY						\$11,002,000
5	Neighborhood Park #A	5.0	\$40,000	\$200,000	\$150,000	\$750,000	\$950,000
6	Neighborhood Park #B	5.0	\$40,000	\$200,000	\$150,000	\$750,000	\$950,000
7	Neighborhood Park #C	5.0	\$40,000	\$200,000	\$150,000	\$750,000	\$950,000
8	Neighborhood Park #D	5.0	\$40,000	\$200,000	\$150,000	\$750,000	\$950,000
9	Neighborhood Park #E	5.0	\$40,000	\$200,000	\$150,000	\$750,000	\$950,000
10	Chabolla Park Upgrading	56.0		\$0	\$67,000	\$3,752,000	\$3,752,000
11	Dry Creek Floodway Improvements	100.0		\$0	\$15,000	\$1,500,000	\$1,500,000
12	City Entries	7			?	\$1,000,000	\$1,000,000

Evaluating the capital expenditures program in the larger selected cities suggests the regular City budget procedures could provide about \$1.4 million in capital improvements funding for the Park and Recreation Department during the next 18 years. (This would include Quimby Act fees.) Bond issues are already being extensively used in the City to provide recreational facilities. A \$5.8 million program is part of the Mello-Roos District in the Northeast portion of the City. A second bond issue funded from the revenues received by the City from the Flea Market was used to provide \$1 million in improvements in the Chabolla and Fairsite Parks. A \$20,000 grant has been received from the State to provide furnishings for the Boys and Girls Club building. It is estimated that nearly a million dollars of additional development can be funded from the Flea Market revenues which are restricted in their application to recreational and cultural facilities. New development fees or other sources will be needed to provide about 43% of the projected program.

Flea Market Funds

It should be noted that park development and program funding in other cities are generally financed by property taxes. However, Proposition 13 has limited the possibility of generating sufficient revenue to fund all park and recreation needs in many cities. However, in Galt, the Flea Market provides major recreational funding that other cities do not enjoy. Flea Market revenues are earmarked for recreational development. It will continue to be the main source of parks and recreation funds in the near future. There is the potential for increasing flea market revenues through staging additional events such as weekly farmer's markets and seasonal fairs. In order to increase marketability of the flea market grounds for other events, aesthetic improvements beyond those currently planned may be necessary.

Park Land Acquisition

One traditional source of recreation funds are Quimby Act development fees in-lieu of park land dedication. However, if in-lieu fees are substitute frequently for land dedication and not used for park land acquisition, park land shortfall could eventually result particularly as land costs arise. In addition, many park grants are available for park development only. In order to successfully compete for the funds it is helpful to have acquired the land to be developed and to have prepared plans and detailed budgets. Without placing acquisition and park planning as priorities, the City may not be successful in applying for funds.

**CONSERVATION, OPEN SPACE & SCENIC HIGHWAYS ELEMENT
POLICIES AND IMPLEMENTATION PROGRAMS**

<u>Subject/Policies</u>	<u>Implementation Programs</u>	<u>Responsibility/Funding</u>	<u>Proposed Timing</u>
Recreational Resources			
30. Provide for park acreage at 5 acres/1000 residents. Make land acquisition for parks and open space a recreation priority. Open Space required because of constraints such as flood plains shall not be considered park land.	<p>a. Defer park site development when development and maintenance costs would jeopardize acquisition of land to meet adopted park acreage standards at each yearly incremental population increase. In this case in lieu fees and other monies would be put to use for land acquisition.</p> <p>b. Require major new developments to provide sufficient land for future park development to meet adopted park standards. Open space required because of constraints such as flood-plains shall not be considered parkland.</p> <p>c. The City shall strongly consider the acquisition of land in preference of park land fees in reviewing major subdivisions.</p>	<p>a. City Council/developers. Park in lieu fees, land dedication, and flea market revenues (See text for detailed discussion of funding)</p> <p>b. Planning Department City Council</p> <p>c. Planning Department Planning Commission City Council</p>	<p>a. Compare population to park acreage yearly, during budget adoption</p> <p>b. On-going review of development projects</p> <p>c. On-going review of development projects</p>
31. Develop the Dry Creek area as a recreation area with a continuous equestrian, pedestrian and bicycle trail system.	<p>a. Designate the flood plain of Dry Creek Open Space.</p> <p>b. Develop a conceptual master plan for the Dry Creek area.</p> <p>c. Require developments along Dry Creek to dedicate and develop segments of the floodplain open space which are designated as a future park to the City. Other developments along Dry Creek should be required to dedicate a trail or public use and/or develop recreational facilities consistent with the Dry Creek Conceptual Master Plan.</p>	<p>a. City Council</p> <p>b. Parks & Recreation Dir. and Planning Department</p> <p>c. Planning Director Planning Commission City Council</p>	<p>a. Adoption of General Plan</p> <p>b. Within 3 years of adoption of General Plan</p> <p>c. As development is proposed</p>
32. Require that developers contribute on a benefit received basis to a parks and recreation mitigation fund.	<p>a. Adopt fee structure based on this premise.</p> <p>b. Monitor growth and adjust fee structure as necessary.</p>	<p>a. City Council</p> <p>b. Planning Department Public Works Department Parks & Recreation Dept</p>	<p>a. Has been accomplished</p> <p>b. Yearly fee structure update</p>
33. Prepare and continually update a parks and recreation master plan.	Build upon basic plan included in this Element.	Parks and Recreation Director and Planning Department	Yearly update at budget time after adoption of General Plan
34. Encourage neighborhood park development adjacent to school sites to maximize land and facility use and joint use agreements between the school district and the City.	Review major new developments with school and park sites for consistency with this policy. Coordinate with school districts in land acquisition	Parks & Recreation Dir. Planning Director City Council	On-going

<u>Subject/Policies</u>	<u>Implementation Programs</u>	<u>Responsibility/Funding</u>	<u>Proposed Timing</u>
35. Continue to explore sources of parks and recreation funding.	<p>Until such time as a permanent financing system is established which will support an adequate level of park development and maintenance, require major new developments to provide an interim financial program such as Landscaping and Lighting Maintenance Districts to establish a minimal level of park development and maintenance.</p> <p>Continue to apply for parks and recreation grants.</p>	Parks & Recreation Dir Planning Director City Council	On-going
36. Develop a Town Square Park on railroad land downtown.	<p>a. Continue talks with Southern Pacific Railroad to secure use agreement.</p> <p>b. Designate area recreation.</p> <p>c. Prepare detailed plans.</p>	<p>a. City Council assisted by Historic Preservation Commission</p> <p>b. Form Downtown Improvement District to fund plans. Apply for grant funds for project when plans complete.</p>	<p>a. As soon as possible</p> <p>Zoning within 2 to 5 years of General Plan adoption (b&c)</p>
37. Continue to seek ways to increase revenue from flea market for parks and recreation funding.	<p>a. Possibilities include holding other special events at the flea market area, and aggressively advertising the flea market.</p> <p>b. Continue to improve flea market area aesthetics.</p>	<p>Public Works Dept. Parks & Recreation Dir.</p> <p>Funding: Bond issue and yearly Flea Market revenues</p>	<p>a. On-going</p> <p>b. Bond issue has been accomplished. Reinvestment of Flea Market revenues yearly</p>
38. Develop the Deadman Gulch Floodway as a linked trail and natural open area.	<p>a. As development is proposed, require development of the floodway with bike and pedestrian ways and access along banks. Require land or easement dedications to the City. These requirements will not be considered to satisfy parkland dedication requests but will supplement open space and cultural opportunities.</p> <p>b. Designate Deadman Gulch 100 Year Flood Plain Open Space.</p>	<p>a. Planning Director, City Engineer, City Council, Planning Commission review of individual projects.</p> <p>b. City Council</p>	<p>a. As Development is proposed</p> <p>b. Adoption of General Plan - Zone within 2 to 5 years</p>

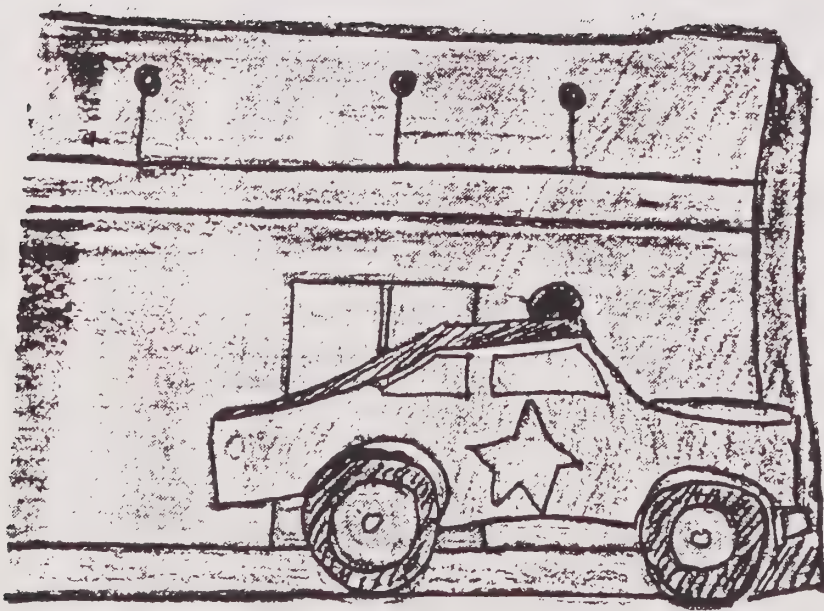
PARKS & RECREATION

Funding

Agency	Program/Activities Funded	Type	Status	Contract
CITY				
	Parkland Bond Issue	N/A	2/3 majority vote required	Municipal financing consultant Tom Gaffney (415) 775-3113
	Transient Tax Monies as motels are constructed			
	Assessment Bond for benefits to specific geographical area			
STATE				
State Parks	State Park Bond monies.	Generally grants based on need. No matching required.	Next application deadlines are: - per capita program September 1990 - Roberti-Zi	The California Department Parks & Recreation Grants Administration Office (916) 445-4441 Barry Jones (916) 322-9581
	Off-Highway Motor Vehicle Grant program for motorized 2- and 4-wheel drive parks and snowmobile paths.	State programs and grants to cities, counties, and special districts.	On-going. Task force is being formed to study increasing concern over liability.	Charlie Witlard, California Department of Parks & Recreation Off-Highway Motor Vehicle Division. (916) 322-1916
Housing & Community Development	CDBG (Community Development Block Grants). Park improvements are eligible under this program but economic development is an emphasis of this program.	Grants for areas which do not participate in U.S. H.U.D. entitlement programs for large urban areas. California has a rating system giving priority to health and safety, and to areas with low income persons.	On-going	Sacramento County Redevelopment Agency 444-9210
State Lands Commission	Acquisition of wetlands for public benefit through Land Bank Fund (AB 1418, 1982).	Grant monies for purchase.	Ongoing. Proposals should be sent requesting use of Land Bank monies. No set format.	Bill Morrison, State Lands Commission (916) 322-4105

Agency	Program/Activities Funded	Type	Status	Contract
Department of Motor Vehicles	Environmental License Plate Fund, used for environmental protection projects including acquisition of park lands.	Grants available to State agencies and local jurisdictions.	On-going	Michael D. McCollum The Resources Agency (916) 445-0178
Wildlife Conservation Board	Grants for hunting, fishing, and wildlife conservation related projects. Tahoe City P.U.D. has had involvement with this program.	Matching grants	Funding sources vary. Current shortage of funds for inland projects.	Jim Surro, Wildlife Conservation Board (916) 445-5561
Cal Trans	Bike Lane Grants	Grant	Program has been discontinued.	
Individual State Legislators	Special accounts for capital outlay.	Grant	Funding varies but generally available in a yearly "discretionary fund" allocated by State legislators.	Individual State legislator.
FEDERAL				
	Federally funded, state administered Federal Land & Water Conservation Fund. Funds can be used for acquisition or development of outdoor recreation areas and facilities such as tennis courts, picnic facilities, playgrounds, etc.	Grants to counties, cities, and special districts through the State. One-half cost reimbursed after project completion.	Next application deadline: April, 1990	Barry Jones (916) 322-9581
	Roberti/Z'berg Urban Open Space & Recreation Fund - Funds for acquisition, development, rehabilitation, and operations and maintenance of park and recreation areas.	Supplementary grants to cities, counties and park and recreation recreation districts, 83% to urbanized areas and 17% to non-urbanized areas. Grants competitive based on such criteria as individual income levels, unemployment rates, and any deficiencies in recreation facilities.	Next application deadline: June 1990	Barry Jones (916) 322-9581
Farmer's Home Administration	Community facilities loan/grants for essential services in rural areas. A community center would be eligible.	Loan/Grants allocated on 3 criteria: 1. Must be a rural community; 2. Must be an eligible use; 3. Must be competitive based on (1) need and (2) median income of community.	On-going	Bob Anderson, Director, or Tony Garcia, Assistant Director Stockton District Office, Farmer's Home Administration (209) 946-6456
U.S. Department of Transportation	Bikeway Assistance	Grant	Suspended	

<u>Agency</u>	<u>Program/Activities Funded</u>	<u>Type</u>	<u>Status</u>	<u>Contract</u>
U.S. Forest Service	Youth Conservation Corps - labor for recreation projects.	Program	On-going	
Office of Historic Preservation	Purchase or rehabilitation of historic structures.	Grants	On-going	
National Endowment for the Arts	Grants for development of design concepts to protect unique natural areas.	Grant	On-going	(202) 682-5759
Department of Interior	Acquisition and development of projects of region-wide significance through Wildlife Conservation Act	Grant	Suspended	(202) 343-4747
Department of Labor	CETA labor for city programs.	Grant	On-going	(415) 556-6615
President's Council on Physical Fitness	Grants for recreation projects.	Grant	On-going	(202) 272-3421
OTHER				
Individuals or groups	Gifts Catalog - The city can develop a list of needed recreation items and their cost to solicit donations from firms, gifts, and individuals.	Potential program		
Individuals	Bargain sales or donation of land.	Potential program		
Trust for Public Land	Aid in negotiations of land purchases and actual purchase. Expertise in bargain sales and tax benefits to donors.	Grant or Fee Basis	On-going	
Other Private Foundations	A number of private foundations offer grants for recreation. A listing is on file at the State Department of Parks and Recreation.	Grants	On-going	



Courtland Fisher, Arcohe School

SAFETY AND SEISMIC ELEMENT

SAFETY ELEMENT

INTRODUCTION

The purpose of the Safety Element is to further the protection of persons and property from natural hazards as described in the following excerpt from the State General Plan Guidelines:

"In its present form, the safety element aims at reducing death, injuries, property damage, and the economic and social dislocation resulting from natural hazards including: flooding; mudslides and soil creep; tsunamis and seiches; land subsidence, earthquakes; avalanches; or geologic phenomena; levee or dam failure; certain types of urban and wildland fires; and building collapse."

SOURCE: State of California General Plan Guidelines, June 1987.

Much of this Element is based on the "Seismic Safety and General Safety Elements" of the Sacramento County General Plan (1974) due to the regional nature of natural hazards and the quality of those elements. Much of the background information appeared in Galt's previous General Plan (1984) which also used the San Joaquin County Council of Governments 1973 Seismic Safety Element. The hazardous waste section is based on the Sacramento County Hazardous Waste Management Plan (1988) which has been adopted by the City.

GOAL

To protect the lives and property of persons within the City from avoidable and unacceptable risk and damage due to seismic and geologic activity, fire, flooding, hazardous materials and waste, and other hazards.

IMPORTANCE

Health, safety, and welfare.

RELEVANT LAWS AND POLICY

California Government Code Section 65302(g)

Requires a safety element in general plans for the protection of the community from various listed geologic, flooding, and fire hazards. Requires mapping of geologic hazards; evaluation routes, peakload water supply requirements, minimum road widths, and clearances around structures must be addressed.

A City may adopt applicable portions of a county element so long as it is sufficiently detailed and contains appropriate policies and programs for the City.

The element must be submitted to the State Division of Mines and Geology. (Source: State General Plan Guidelines, 1984)

California Government Code Section 38876

Requires cities located within Seismic Zone 4 to identify all potentially hazardous buildings and to establish a program for mitigation of identified potentially hazardous buildings. (Source: State General Plan Guidelines 1984)

Galt is in Seismic Zone 1.

AVAILABLE INFORMATION

Sacramento County General Plan, as amended Through April 1985, specifically the Seismic and General Safety Elements, 1974.

Contains countywide information on seismic, geologic, flooding, and fire hazards and on emergency services.

San Joaquin County Council of Government Seismic Safety Element 1973.

Contains seismic information for San Joaquin County.

Sacramento County Hazardous Waste Management Plan, 1988.

Contains information on hazardous waste sites and reduction. This Plan has been adopted by the City.

EXISTING CONDITIONS

Seismic Hazard

The Sacramento County General Plan contains abundant information in narrative form on seismic and geologic hazards; this information is herein incorporated by reference into the City of Galt General Plan. Provided below is a brief definition of each hazard and an explanation of how the hazard relates to Galt based on mapping from the Sacramento County General Plan.

Seismic hazard results from movement of the earth either directly along earthquake faults or away from faults (ground shaking). A related phenomenon is liquefaction in which soils loses its strength, or bearing capacity, when subject to earth shaking.

As shown on the Preliminary Map of Historic and Quaternary Fault Displacement, Sacramento County is located in an area of California with few known faults. Nearest Galt, as shown on the Faults in the Environs of Sacramento County map, is the Midland Fault Zone, approximately 20 miles west of Galt, and the Bear-Mountain Fault Zone, approximately 25 miles to the east. These faults are not known to be historically active, which indicates that they are less inclined to be active in the future than other, more recent faults. Consistent with this lack of active faults, is the location of Galt in the low severity zone (I) as mapped by the Preliminary Map of Maximum Expectable Earthquake Intensity, which is based on a rating known as the Modified Mercalli scale, which takes both earthquake intensity and the safety of buildings into account.

The greatest hazard in Galt is falling architectural ornaments from buildings and the collapsing of unreinforced brick buildings due to earthquakes. The older buildings in Galt have few overhanging ornamental features; an exception is the IOOF building on the corner of 4th and B Streets which has protruding brick elements. However, the front of the building has an overhang above the sidewalk which may reduce hazard if it has sufficient strength.

The Modified Mercalli Intensity Scale defines the quality of masonry construction as follows:

Masonry A

Good workmanship, mortar, and design; reinforced, especially laterally, and bound together by using steel, concrete, etc.; designed to resist lateral forces.

Preliminary Map of
HISTORIC AND QUATERNARY FAULT DISPLACEMENT
 In California

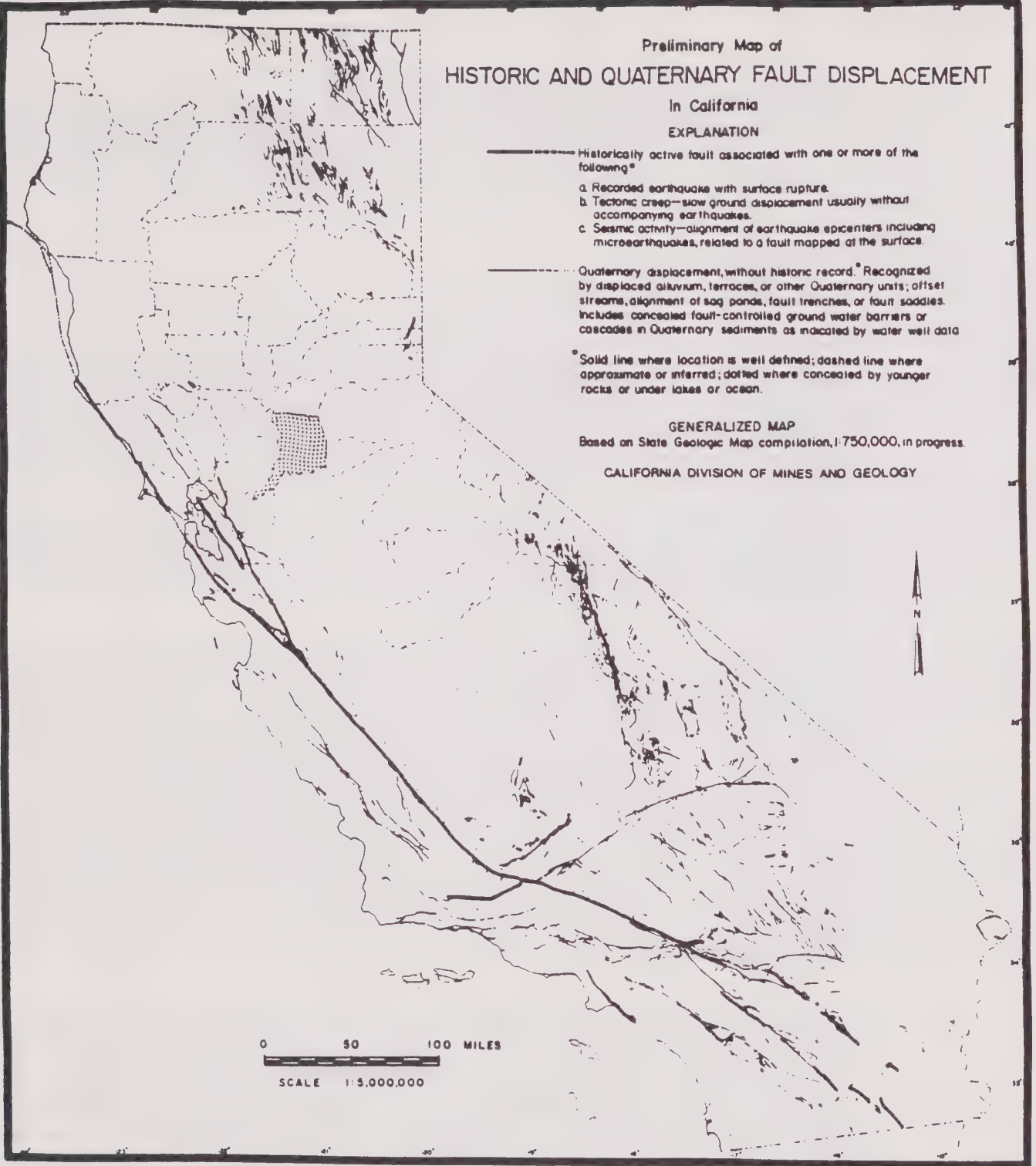
EXPLANATION

- Historically active fault associated with one or more of the following*
 - a. Recorded earthquake with surface rupture.
 - b. Tectonic creep—slow ground displacement usually without accompanying earthquakes.
 - c. Seismic activity—alignment of earthquake epicenters including microearthquakes, related to a fault mapped at the surface.
 - Quaternary displacement, without historic record.* Recognized by displaced alluvium, terraces, or other Quaternary units; offset streams, alignment of sag ponds, fault trenches, or fault saddles. Includes concealed fault-controlled ground water barriers or cascades in Quaternary sediments as indicated by water well data.
- * Solid line where location is well defined; dashed line where approximate or inferred; dotted where concealed by younger rocks or under lakes or ocean.

GENERALIZED MAP

Based on State Geologic Map compilation, 1:750,000, in progress.

CALIFORNIA DIVISION OF MINES AND GEOLOGY



SOURCE: SACRAMENTO COUNTY GENERAL PLAN (1985)

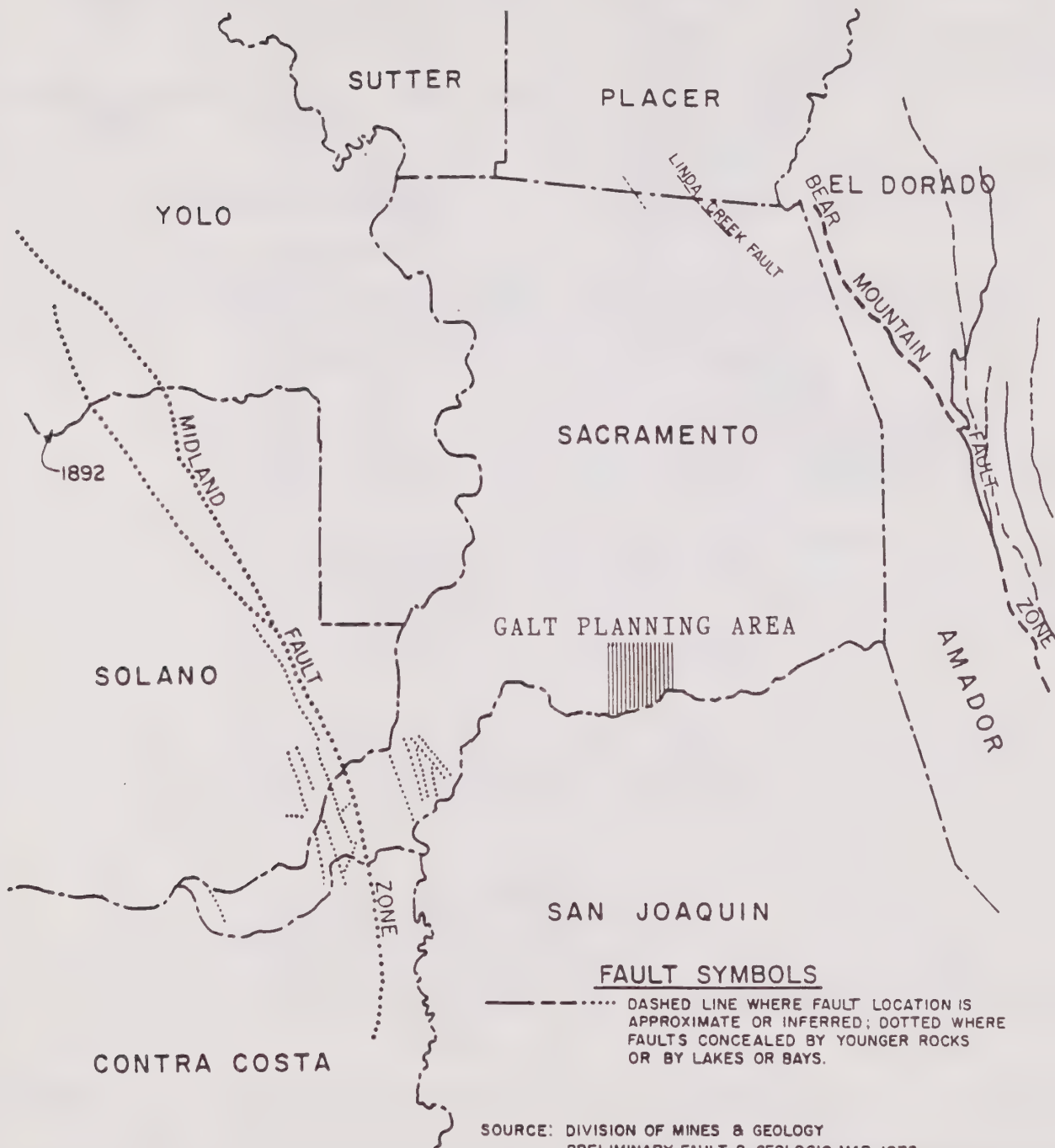
CITY OF GALT

GENERAL PLAN Planning Concepts

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CALIFORNIA FAULT MAP.

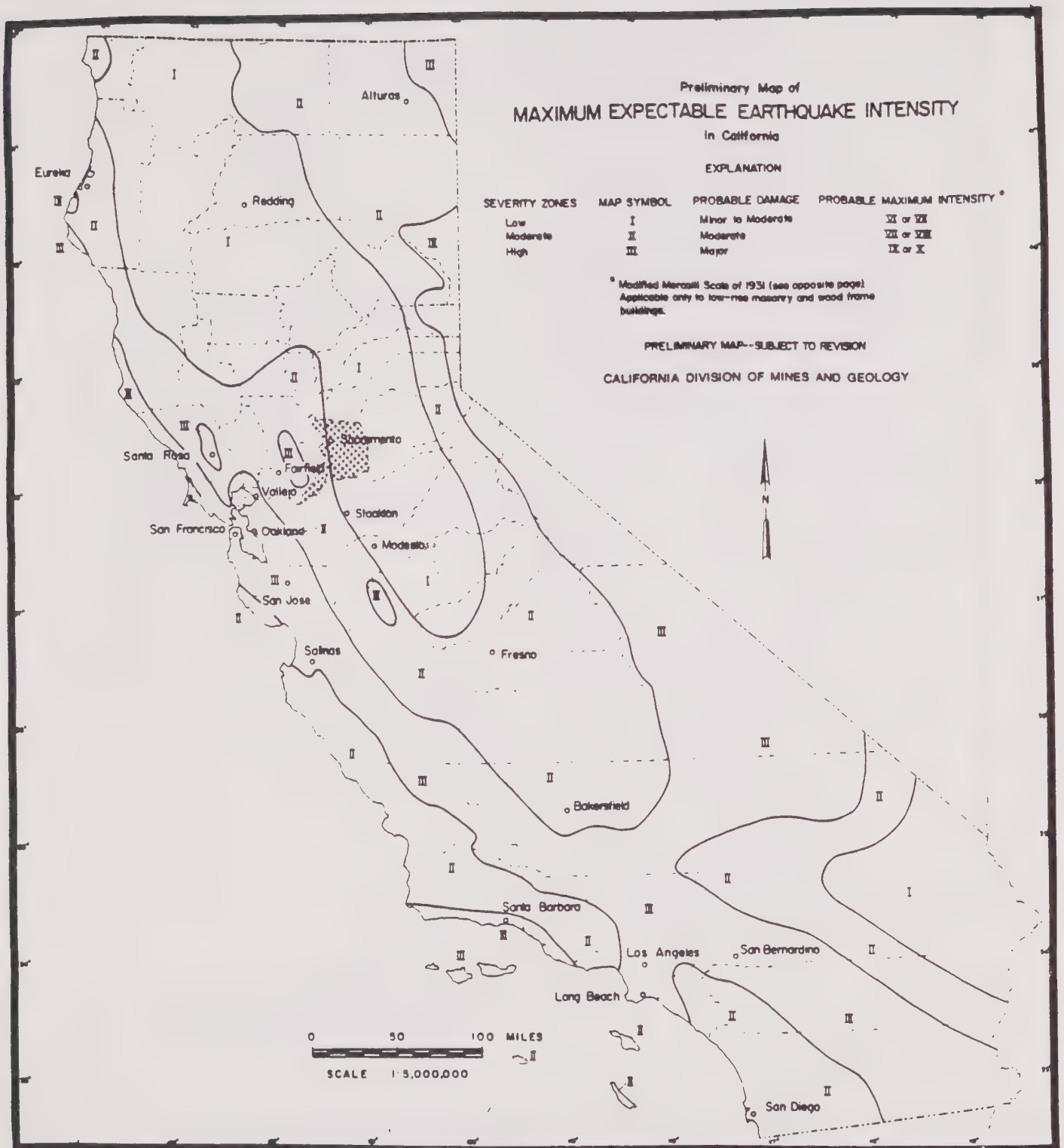
FAULTS IN THE ENVIRONS OF SACRAMENTO COUNTY



SOURCE: SACRAMENTO COUNTY GENERAL PLAN (1985)

CITY OF GALT

GENERAL PLAN Planning Concepts



SOURCE: SACRAMENTO COUNTY GENERAL PLAN (1985)

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EARTHQUAKE INTENSITY MAP

Masonry B	Good workmanship and mortar; reinforced, but not designed in detail to resist lateral forces.
Masonry C	Ordinary workmanship and mortar; no extreme weaknesses like failing to tie in at corners, but neither reinforced nor designed against horizontal forces.
Masonry D	Weak materials, such as adobe; poor mortar; low standards of workmanship; weak horizontally.

Galt's historic, two-story commercial buildings principally fall within the 'Masonry C' category which means that these structures do pose some risk of collapsing due to ground shaking.

Newer buildings are required by the Uniform Building Code to be built to withstand groundshaking, with particular standards for schools and hospitals. Thus, the schools in Galt do not pose an unacceptable safety risk.

Special standards also apply to nuclear power plants as mentioned in the Sacramento County General Plan: "The siting of nuclear power plants is regulated by the Atomic Energy Commission. The AEC requires extensive geological and seismic investigations prior to the construction of a plant and prohibits construction in areas it considers unsafe."

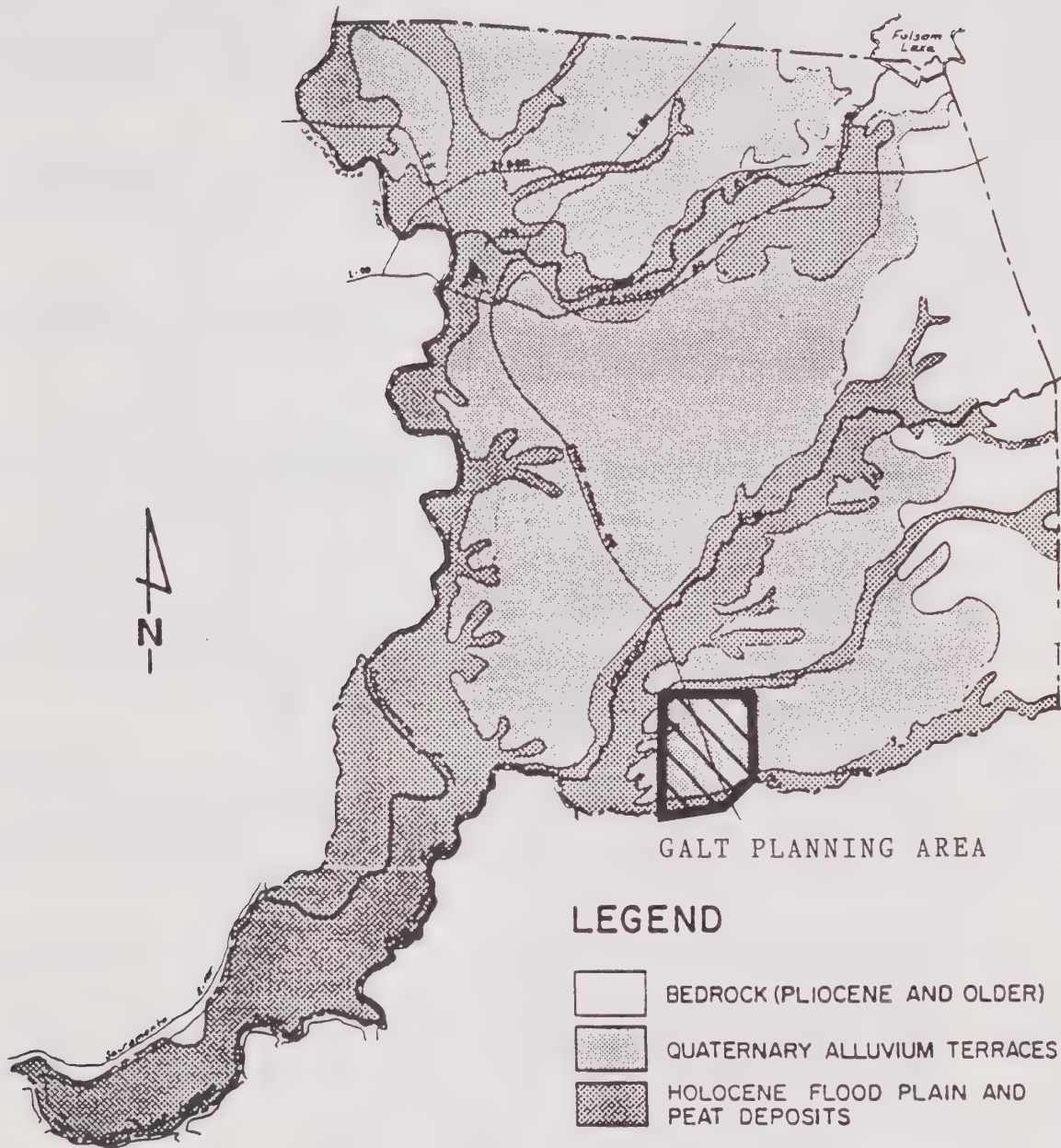
While the risk of an earthquake-caused radiation leakage at Rancho Seco is very small, it will continue to be a visible concern due to its proximity to Galt and the potential severity of impacts if leakage does occur. (The section of this element on emergency response plans also discusses the nuclear plant.)

Liquefaction potential within the County is reported to be in downtown Sacramento and the Delta area, but it can exist anywhere there exists loose sands and silts below the ground water table. In Galt these areas are most likely to occur along drainages, particularly Dry Creek, where there are flood plain deposits and periodically high waters (see Geological Formations map).

Subsidence

Subsidence refers to the sinking of the ground - it can be caused by a number of factors including: earthquakes, fluid withdrawal, or simply soil compaction by heavy structures. The Known and Potential Subsidence Areas map shows Galt, with a majority of the County, as a potential subsidence area due to the principal groundwater basin (as opposed to a known subsidence area). As discussed in the Hydrology section of this Plan's Conservation and Open Space Element, the groundwater level in the region is dropping, and this conceivably could lead to subsidence in the planning area. The surface water importation program envisioned for the South county may eliminate this hazard if it stabilizes the water table.

GEOLOGICAL FORMATIONS OF SACRAMENTO COUNTY



GALT PLANNING AREA

LEGEND

- BEDROCK (PLIOCENE AND OLDER)
- QUATERNARY ALLUVIUM TERRACES
- HOLOCENE FLOOD PLAIN AND PEAT DEPOSITS

SOURCE: DEPT. OF WATER RESOURCES, AREAL GEOLOGY MAP, 1973

SOURCE: SACRAMENTO COUNTY GENERAL PLAN (1985)

CITY OF GALT

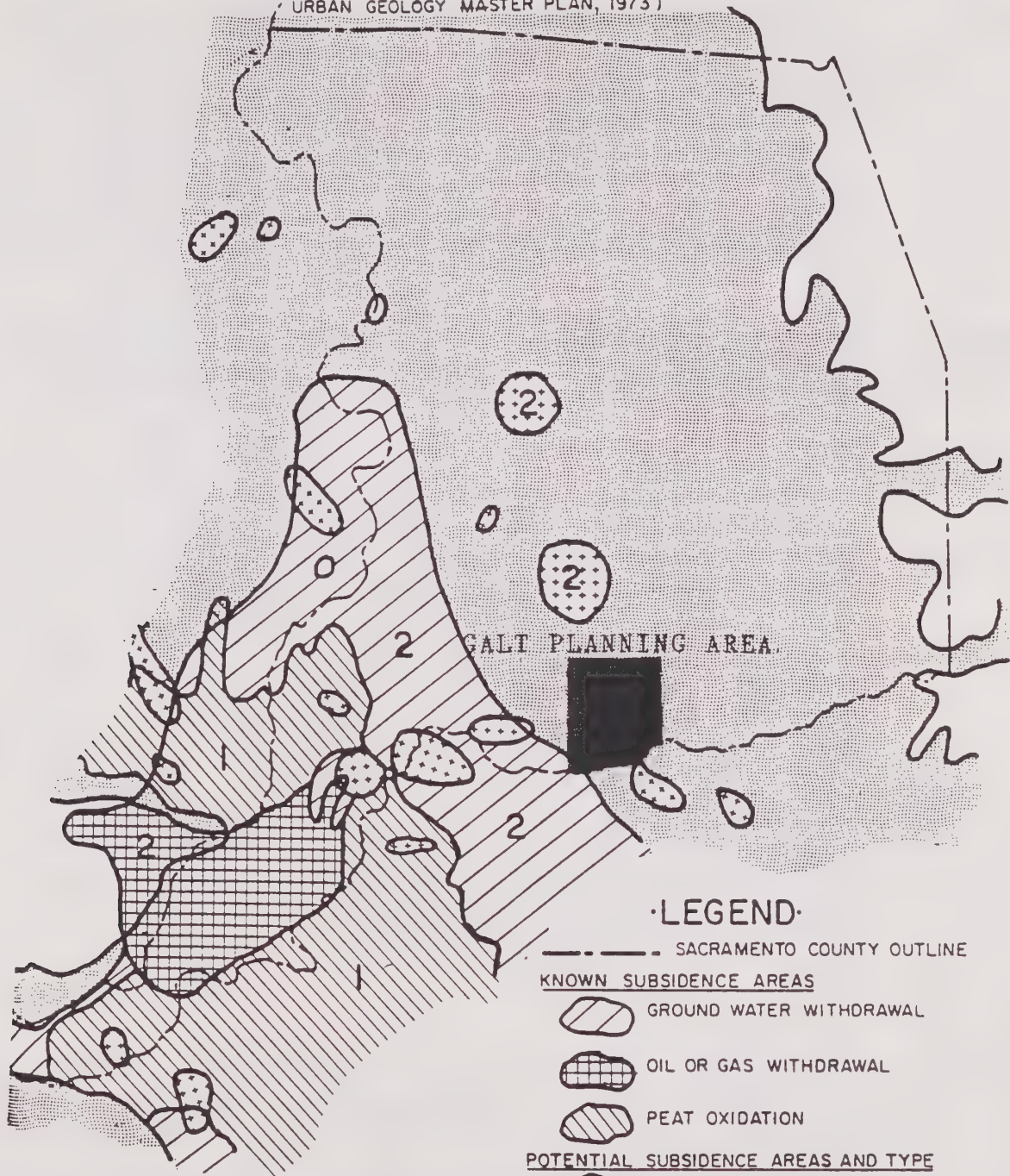
GENERAL PLAN Planning Concepts

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GEOLOGICAL FORMATIONS MAP

KNOWN AND POTENTIAL SUBSIDENCE AREAS IN SACRAMENTO COUNTY

(FROM CALIFORNIA DIVISION OF MINES & GEOLOGY,
URBAN GEOLOGY MASTER PLAN, 1973)



LEGEND

--- SACRAMENTO COUNTY OUTLINE

KNOWN SUBSIDENCE AREAS

GROUND WATER WITHDRAWAL

OIL OR GAS WITHDRAWAL

PEAT OXIDATION

POTENTIAL SUBSIDENCE AREAS AND TYPE

PRINCIPAL GROUND WATER BASIN

GAS FIELD

REFERENCE NUMBER	SOURCE OF KNOWN SUBSIDENCE AREAS
1	CALIFORNIA WATER PROJECT AUTHORITY, 1956
2	CALIFORNIA DEPT. OF WATER RESOURCES, 1967

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SUBSIDENCE AREAS MAP

**Expansive
Soils**

Expansive soils are materials which absorb water and increase in volume and dry and shrink. The Sacramento region has a low expansive rating as shown on the "Expansive Soils" map. However, a draft of the update to the Soil Survey of the Sacramento Area, California indicates that the shrink-swell potential of most of the planning area's soils is high (see the Soils table in the Agricultural Resources section of the Conservation and Open Space Element). Thus, the data on expansive soils are conflicting, and precise information will best be obtained through soils reports for specific projects.

Landslides

The potential for landslides in Galt is minimal due to its gentle to essentially non-existent slopes. Some potential for localized slides or slumps may exist along the banks of water courses.

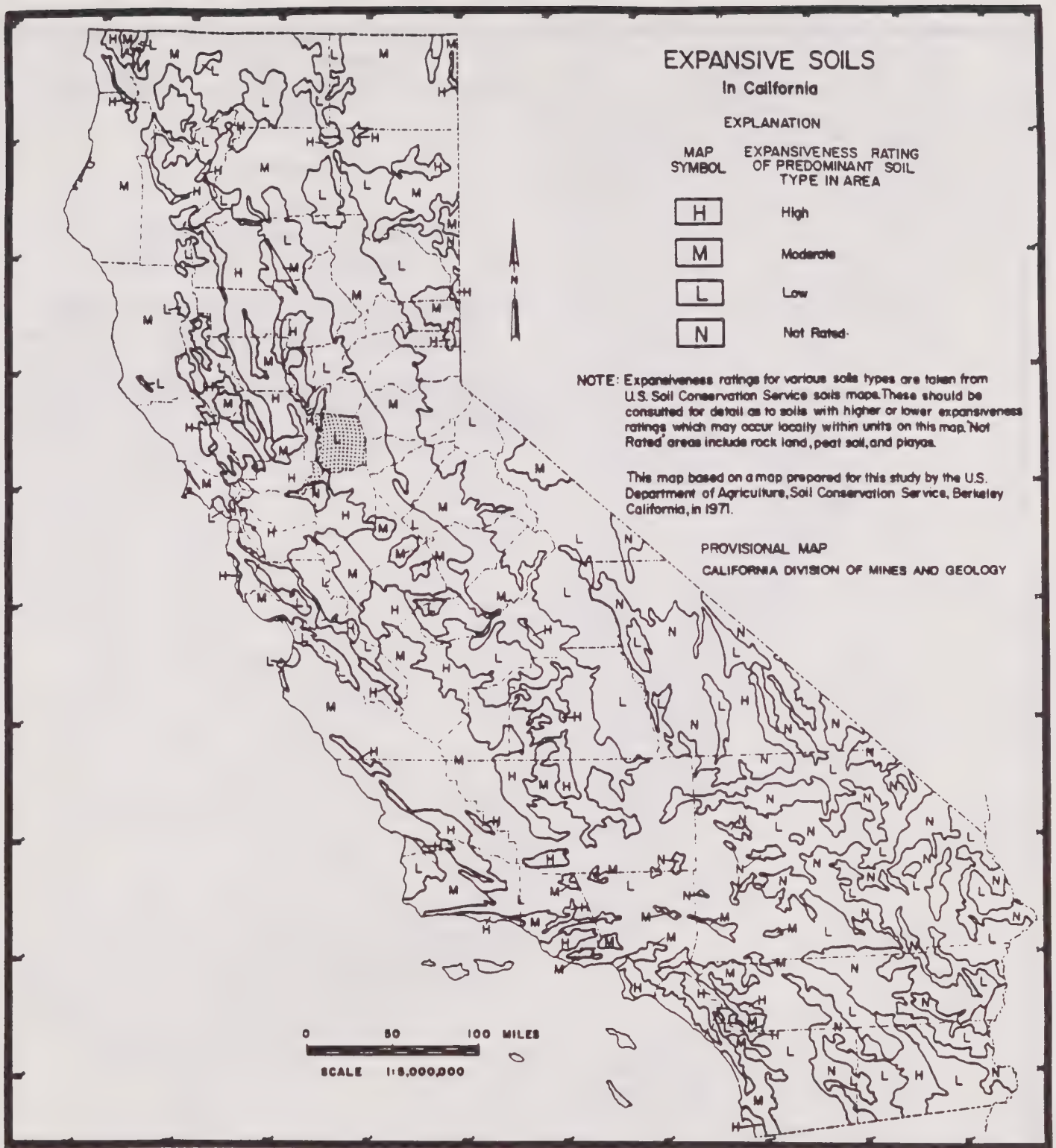
Flooding

An assessment of existing flooding conditions is provided in the Hydrology section of the Conservation and Open Space Element. There is flooding potential alongside water courses in the planning area, most notably Dry Creek. The City's approach to flood control occurs within the context of federal laws. The National Flood Insurance Program was established under the National Flood Insurance Act by Congress in 1968. The program makes limited amounts of flood insurance available to property owners at federally subsidized rates. The program is a cooperative effort of the federal government, private insurance companies, and local government. On December 31, 1973, the President signed the Flood Disaster Protection Act of 1973, an expanded version of the 1968 Act. It includes both positive and negative incentives to adequate flood planning. The positive incentive is subsidized flood insurance. The negative incentive is imposition of stringent land use, zoning, building code, and other measures for flood-prone areas. The City of Galt has a Flood Control Ordinance which implements the federal legislation.

Fire

Specific details of fire protection by the Galt Fire District are addressed in the Public Facilities Element. This section briefly describes the fire hazards in and around Galt. The undeveloped lands of the planning area generally do not pose a high fire risk due to the fact that they are mostly under active cultivation with irrigated, green crops or fallow with little fire fuel. Grass fires can occur on uncultivated lands, particularly where there is native vegetation, such as along Dry Creek.

Within the developed portion of the City there is always a potential for building fires, commercial or residential. Of particular concern are the older buildings downtown which share walls and were not built to current codes. At industries where flammable liquids substances are stored, there is a potential for fires which are difficult to control and which may release toxic

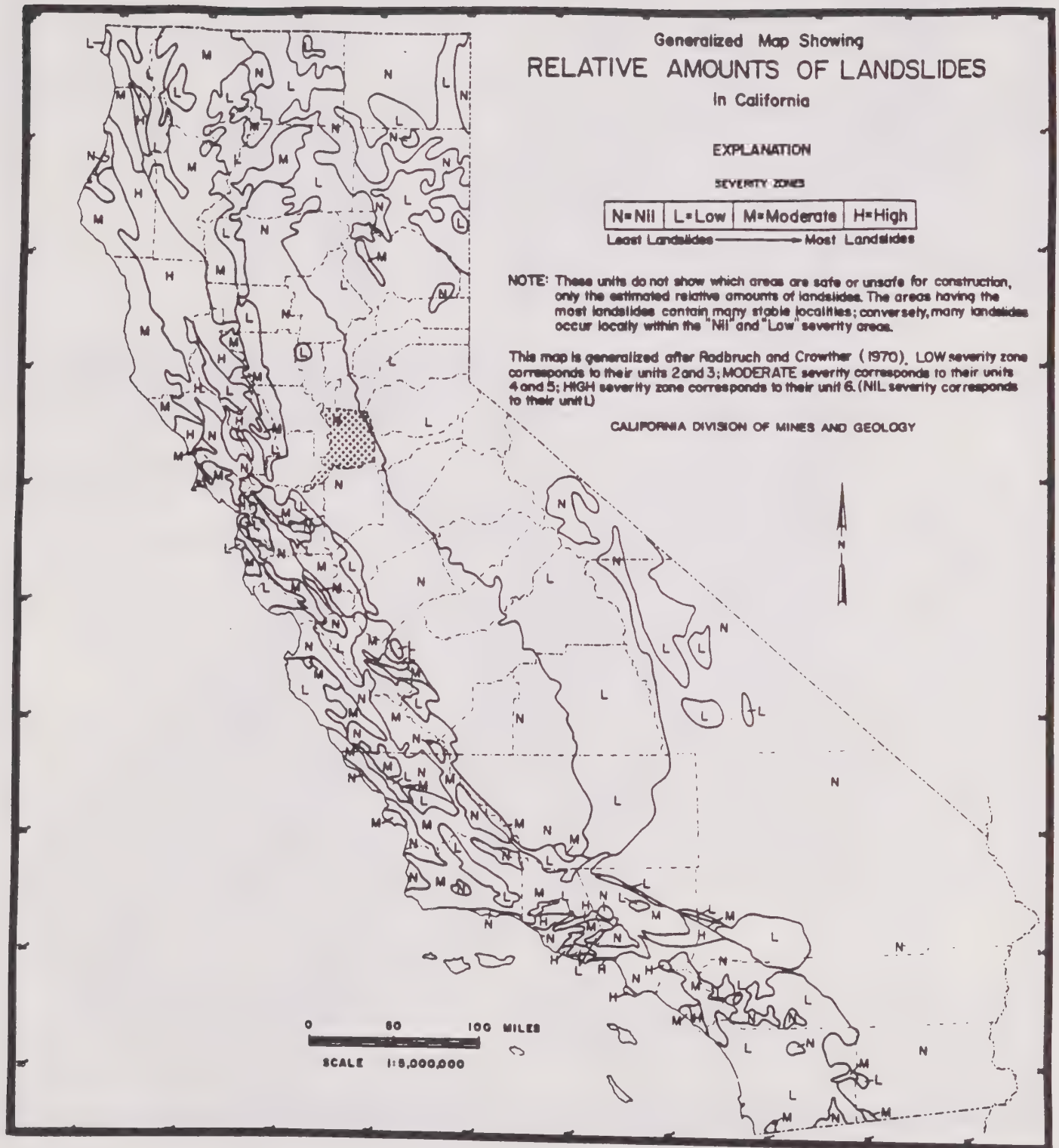


SOURCE: SACRAMENTO COUNTY GENERAL PLAN (1985)

CITY OF GALT

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EXPANSIVE SOILS MAP



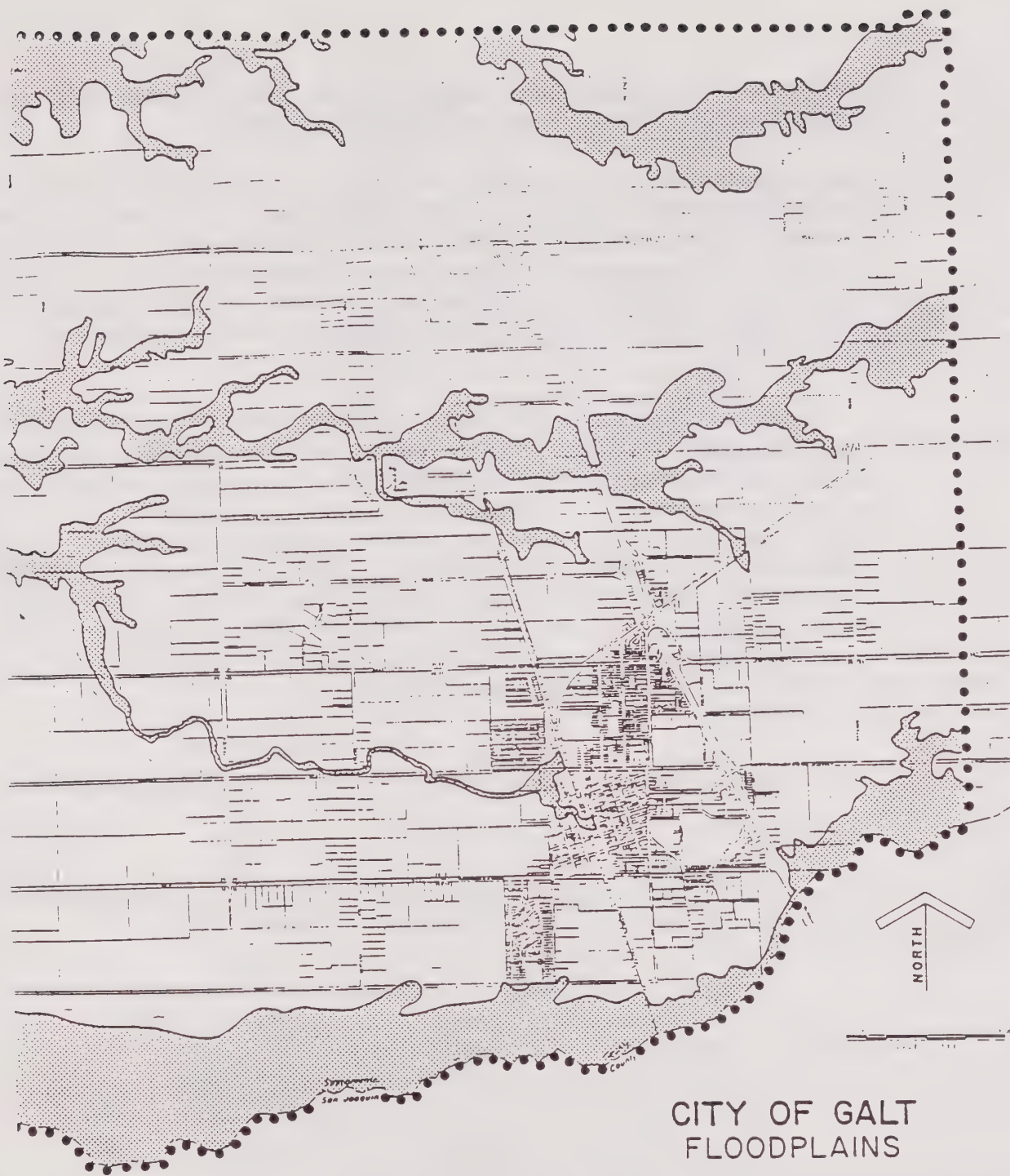
SOURCE: SACRAMENTO COUNTY GENERAL PLAN (1985)

CITY OF GALT

GENERAL PLAN Planning Concepts

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LANDSLIDES MAP



CITY OF GALT FLOODPLAINS

FLOODPLAINS WITHIN THE 100 YEAR OR 500 YEAR FLOOD BOUNDARY AS SHOWN ON MAPS OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY FOR THE NATIONAL FLOOD INSURANCE PROGRAM (PANELS 060262-0475B AND 0625B, AND 060264-0001, DATED 1981)

SOURCE: CITY OF GALT GENERAL PLAN (1984)

CITY OF GALT

GENERAL PLAN

Planning
Concepts

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FLOODPLAIN MAP

fumes. However, the newer structures contain effective fire detection systems and extinguishing mechanisms, such as sprinklers.

Another potential fire-related hazard in Galt is the storage of propane gas. A residential project was recently proposed adjacent to a large propane storage tank at Galt Gas. An Initial Environmental Study on the proposal found that there was a significant, unmitigable safety risk in locating residential structures adjacent to the propane tank. More acceptable uses would be low occupancy, day use buildings, such as warehousing, or manufacturing.

Fire prevention through control of building construction is one aspect of the Uniform Building Code enforced in Galt. This code specifies permissible building materials based on occupancy and requires smoke detectors in all new private dwellings. A new state law is currently being considered which would require sprinkler systems in all new residential structures. The Galt Fire District has specific requirements for new development, including minimum fire flows which vary based on the specifics of each development. Streets of adequate widths are ensured by City street standards administered by the City Engineer. There are very few streets in the City which were constructed narrow prior to incorporation.

Police Protection

Police protection in Galt is discussed in the Public Facilities Element.

Emergency Preparedness

Several emergency preparedness programs are coordinated at the County or regional level.

- General disaster planning by the Sacramento County Office of Emergency Operations, including review and coordination of local emergency plans, creation and maintenance of emergency communication systems, and response plans for radiation or hazardous waste accidents.
- Establishment and maintenance of evacuation routes when requested by local enforcement agencies.
- Evacuation planning by the Sacramento Municipal Utility District (SMUD) in cooperation with the County Health Department and Sheriff's Department to respond to a radiation accident at the Rancho Seco Nuclear Power Plant. A draft Evacuation Plan has been prepared, but not yet adopted, which calls for low density development within a 10-mile radius of the plant. A portion of the Northeast Area, which is within the City limits, is within the 10-mile radius of the plant.

- Air pollution emergency episode response planning by the Sacramento County Air Pollution Control District places increasing limits on activities, such as driving, burning, manufacturing, and other business activities depending on the severity or stage of the episode. (The stages are 1 through 3, with 3 being the most severe.)
- The City of Galt Police Department with assistance from the State is in the process of preparing its own disaster plan called the Multi-Hazard Functional Planning Guide. It is not yet complete but will include detailed steps for the City to follow in the event of an emergency.
- The Galt Fire Department currently has no disaster plan, but it anticipates preparing one in the future.

Solid Waste

The City has adopted the Sacramento County Solid Waste Management Plan. Both the County Plan and State standards establish criteria for the placement of solid waste facilities. No landfills or solid waste facilities are currently located within the City. Independent Disposal Services, Inc. provides residential trash removal and uses the Kiefer Landfill in eastern Sacramento County. (The Public Facilities Element also discusses solid waste disposal.)

Hazardous Waste Management

Hazardous Waste disposal in Sacramento County has been the domain of the County since the early 1970s through various ordinances and programs carried out by the County Sanitation District, Air Pollution Control District, the Hazardous Materials Task Force and the Sacramento City Fire Department. The various County programs available to the City are listed in the chart on the following page.

In 1987, the County formed a Hazardous Waste Advisory Committee to assist in the preparation of a Hazardous Waste Management Plan as required by recent legislation (the Tanner Bill, AB2948). Luana Pinasco of Disposal Services represented the City of Galt on the Committee. The plan identified large hazardous waste generators, none in Galt. Small quantity hazardous waste generators were estimated rather than specifically sited. The greatest concern was in the area of waste oil. Household hazardous waste generation was also estimated and may contribute up to .43 percent of the total waste disposed in landfills. Of particular concern to Galt are household hazardous wastes which reach the sewage treatment plant or which are disposed of in empty lots and backyards. Historic pesticide storage areas on ranches in the area are also a concern.

LOCAL HAZARDOUS MATERIALS PROGRAM RESPONSIBILITY

PROGRAM	JURISDICTION AND RESPONSIBLE AGENCY				
	UNINCORPORATED AREA OF SACRAMENTO COUNTY	CITIES			
CURRENT		SACRAMENTO	FOLSOM	GALT	ISLETON
Underground Tanks	Hazardous Materials Program, Sacramento County EMD*	Sacramento City Fire Dept.	Hazardous Materials Program, Sacramento County EMD*	Hazardous Materials Program, Sacramento County EMD*	Hazardous Materials Program, Sacramento County EMD*
Disclosure	Hazardous Materials Program, Sacramento County EMD*	Sacramento City Fire Dept.	Hazardous Materials Program, Sacramento County EMD*	Hazardous Materials Program, Sacramento County EMD*	Hazardous Materials Program, Sacramento County EMD*
Air Pollution	APCD**, Sacramento County EMD*	APCD**, Sacramento County EMD*	APCD**, Sacramento County EMD*	APCD**, Sacramento County EMD*	APCD**, Sacramento County EMD*
Sewer Treatment	Sacramento Regional County Sanitation District	Sacramento Regional County Sanitation District	Sacramento Regional County Sanitation District	City of Galt	City of Isleton
Agricultural Inspections	Sacramento County Agricultural Commissioner	Sacramento County Agricultural Commissioner	Sacramento County Agricultural Commissioner	Sacramento County Agricultural Commissioner	Sacramento County Agricultural Commissioner
PROPOSED					
Title 22	Hazardous Materials Program, Sacramento County EMD*	Hazardous Materials Program, Sacramento County EMD*	Hazardous Materials Program, Sacramento County EMD*	Hazardous Materials Program, Sacramento County EMD*	Hazardous Materials Program, Sacramento County EMD*
Waste Reduction	Hazardous Materials Program, Sacramento County EMD*	Hazardous Materials Program, Sacramento County EMD*	Hazardous Materials Program, Sacramento County EMD*	Hazardous Materials Program, Sacramento County EMD*	Hazardous Materials Program, Sacramento County EMD*
Hazardous Waste Facility Siting	Sacramento County Planning Dept.	Sacramento Planning Dept.	Folsom Planning Dept.	Galt Planning Dept.	Isleton Planning Dept.

EMD*- Environmental Management Department
APCD**- Air Pollution Control District

SOURCE: 1988 Sacramento County Hazardous Waste Management Plan

**HOUSEHOLD HAZARDOUS WASTE GENERATION IN SACRAMENTO COUNTY
1987**

<u>Waste Group</u>	<u>Estimated Volume (tons) (1)</u>
Waste Oil	690
Non-Halogenated Solvents	5,940
Organic Liquids	160
Pesticides	610
PCBs and Dioxins	80
Metal Containing Liquids	1,070
Non-Metallic Inorganic Liquids	370
Miscellaneous Wastes	<u>650</u>
TOTAL	9,570

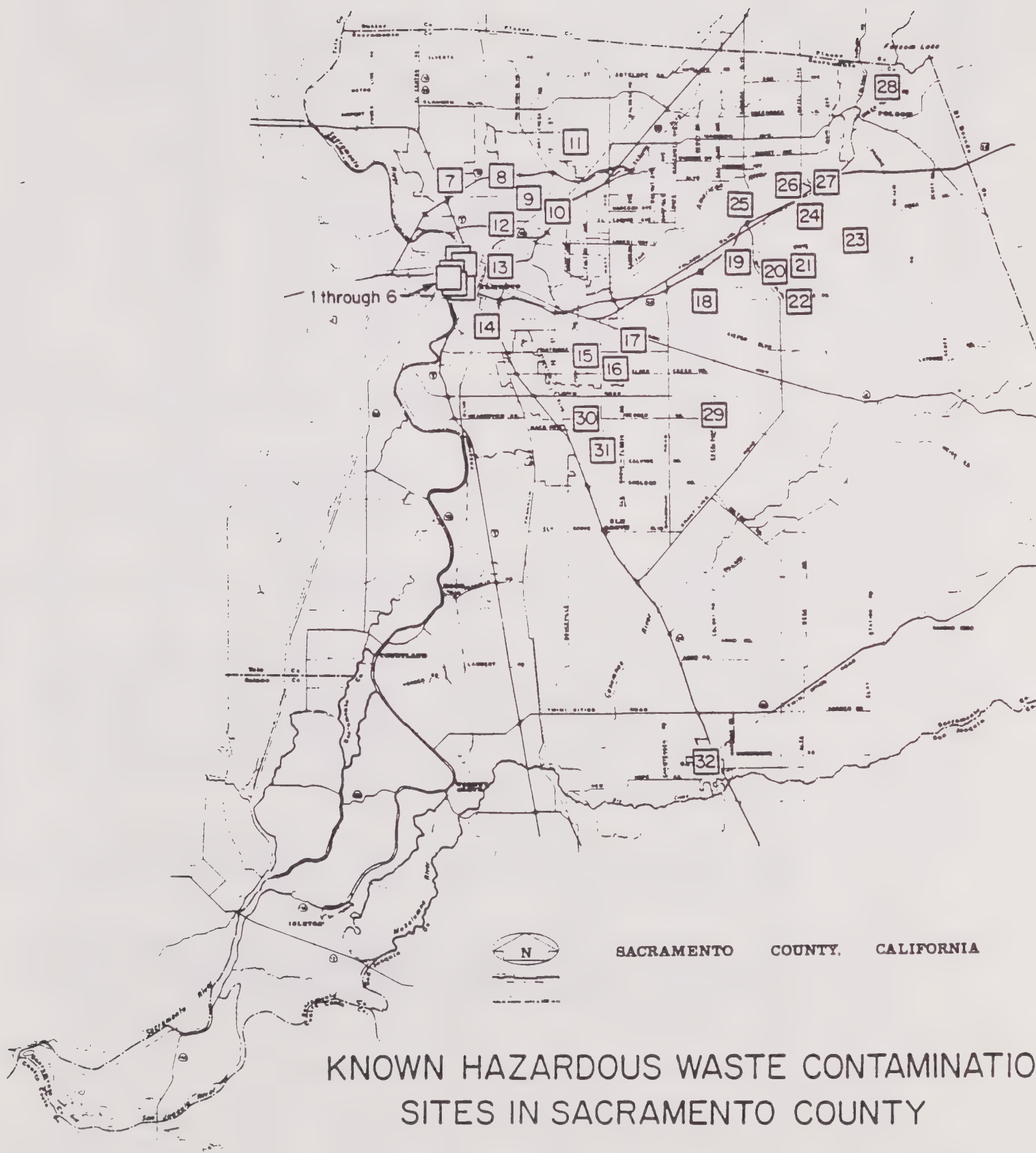
SOURCE: 1988 Sacramento County
Hazardous Waste Management Plan

Known contaminated sites are also listed in the plan. The Ace Oil site is the only location which has been identified in Galt.

Another area of concern in Galt is sludge generated by the sewage treatment plant. Sewage treatment sludge is currently disposed of at the plant site which has sufficient space to handle the disposal indefinitely. The County Hazardous Waste Management considers sewage sludges a "designated waste", hazardous but insignificant as a potential health and safety hazard. These wastes must be disposed of in a manner that will not be hazardous to human health or safety, livestock, or wildlife.

A final concern relevant to Galt noted in the Hazardous Waste Management Plan is hazardous waste imported on area roads and the associated risk of accidents and spills.

The Plan identified intersections and roadways with high accident rates and recommended hazardous waste transport route delineation to ensure that these areas are avoided. None are located in Galt.



KNOWN HAZARDOUS WASTE CONTAMINATION SITES IN SACRAMENTO COUNTY

<u>SITE</u>	<u>COMMUNITY</u>
1. Jibboom Junkyard	Sacramento
2. Richards Boulevard (well contamination)	Sacramento
3. Palm Iron and Bridge Works	South Sacramento
4. Southern Pacific Transportation Company	Sacramento
5. Alta Plating and Chemical Corp.	Sacramento
6. Pacific Gas and Electric	Sacramento
7. Natomas Airport	Sacramento
8. Strawberry Manor/PCB Site, Harris Avenue	Sacramento
9. Strawberry Manor/PCB Site, Olmstead Avenue	Sacramento
10. American Poly-Therm Company	Sacramento
11. McClellan Air Force Base	North Highlands
12. A-1 Plating Company	North Sacramento
13. SMUD North City Substation	Sacramento
14. Union Pacific Railroad	Sacramento
15. Sacramento Army Depot	South Sacramento
16. Orchard Supply Company	Sacramento
17. Sacramento Surplus Sales Company	Vineyard
18. Mather Air Force Base	Rancho Cordova
19. Purity Oil Sales/Delta Gunnite	Rancho Cordova
20. Well 13	Rancho Cordova
21. McDonnell-Douglas	Rancho Cordova
22. E-Z Products Manufacturers	Rancho Cordova
23. White Rock Dump	Rancho Cordova
24. Aerojet General Corporation	Rancho Cordova
25. Well 16	Rancho Cordova
26. Hazel Avenue Ponds	Rancho Cordova
27. Schnitzer Steel	Rancho Cordova
28. Folsom Prison	Folsom
29. Gerber Dump	Sacramento
30. Glideral Door	South Sacramento
31. Chromalloy-American/General Radiator Div.	Sacramento
32. Ace Oil Company	Galt

SOURCE: Office of Planning and Research, Hazardous Waste and Substance Sites-List, March 1988.

FUTURE CONDITIONS

Hazardous Waste

The greatest potential for increased safety risk as the City grows is in the area of hazardous waste generation which will continue to be a concern throughout the County. The County Hazardous Waste Management Plan stresses source reduction. The preferred priority of management strategies follows:

- Source reduction
- On-site recycling
- Off-site recycling
- On-site treatment
- Off-site treatment
- Disposal

Developments capable of producing hazardous wastes should be reviewed for use of these techniques. The County Plan lists specific measures in each of these areas and should be consulted when reviewing proposals of concern (pages 7-8 to 7-15).

The County Hazardous Waste Management Plan list the type of industries which are of particular concern as shown below. Particular attention to waste mitigation should be made when reviewing proposals for developments of these types of industries or commercial establishments.

CALCULATION OF MULTIPLIER FOR CONVERTING SURVEY TONNAGES TO ANNUAL ESTIMATES OF HAZARDOUS WASTE					
INDUSTRY GROUP	NUMBER IN COUNTY	SURVEYS MAILED	SURVEYS RETURNED	SURVEYS REPORTING NO WASTE	SURVEY (1) DATA MULTIPLIER
1. Pesticide End Users	665	50	7	0	95.0
2. Pesticide Application Serv.	196	20	10	4	19.6
3. Chemical Manufacturing	22	20	2	1	11.0
4. Wood Processors	4	3	0	0	—
5. Formulators	23	20	9	8	2.6
6. Laundries	188	50	21	4	9.0
7. Other Services	718	125	51	35	14.1
8. Photography	241	40	13	7	18.5
9. Textile Manufacturing	4	4	0	0	—
10. Equipment Repair	343	50	27	20	12.7
11. Vehicle Maintenance	2,581	140	71	29	36.4
12. Construction	1,861	70	14	4	132.9
13. Motor Freight Terminals	16	9	1	1	16.0
14. Metal Manufacturing	274	50	21	10	13.1
15. Furn./Wood Manf./Refin.	165	39	11	3	15.0
16. Printing/Ceramics	221	76	16	7	13.8
17. Clean. Agents/Cosmetic Manf.	31	5	0	0	—
18. Other Manufacturing	50	40	10	7	5.0
19. Paper Industry	5	3	0	0	—
20. Educational/Vocational Shops	212	40	1	1	212.0
21. Analytical/Clinical Labs	235	80	23	8	10.2
22. Wholesale/Retail Sales	191	70	20	16	9.6
TOTALS	8,246	1,004	328(2)	165	

(1) Values = col.1/col.3. Values to Table B-3, col. 1.
 (2) 74 large quantity generators were dropped from this data set.

SOURCE: 1988 Sacramento County Hazardous Waste Management Plan

The continued disposal of sewage sludge at the sewage plant site will require that the City ensure that no health or safety hazards result. The County Agricultural Cropland (80-acre minimum parcel sizes) designation surrounding a portion of the plant site will assist in reducing the risk of future impacts to incompatible land uses.

The County Plan also established criteria for hazardous waste disposal sites and located a number of potential sites. The criteria includes placement away from urbanizing areas (such as Galt). The site closest to Galt mapped as a potential site is at Rancho Seco.

Solid Waste

The City has identified a need for a solid waste transfer station. Criteria for the placement of transfer stations are included in the Sacramento County Solid Waste Management Plan which has been adopted by the City.

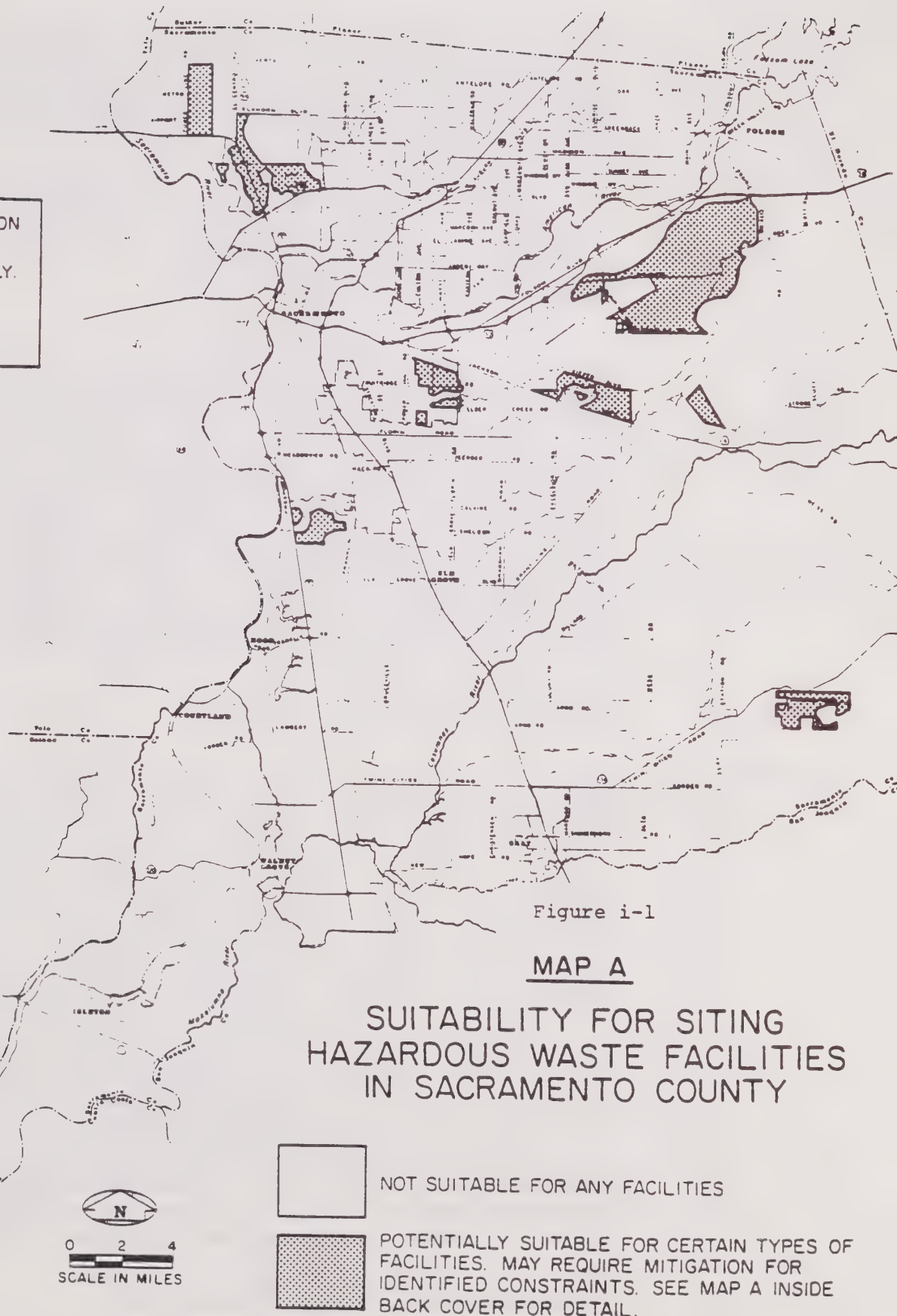
During the general plan process it was determined that a site near the City's sewage treatment plant meets these criteria. The area surrounding the site is not inhabited and the sewage treatment plant would not be affected. Surrounding County Zoning requires 80-acre minimum parcels and the City is not proposing a change in allowed density. However, to limit noise, odor, litter and other impacts to future surrounding land uses an adequate parcel should be purchased to allow for a buffer around the station.

Costs of the transfer station are discussed in the Public Facilities Element.

Summary

Overall, Galt is fortunate to have relatively few significant hazards. It is also fortunate in that it is currently small and is able to avoid some hazards through proper planning. In general, the existing hazards in the planning area are not likely to change substantially with the possible exception of increased risks from hazardous waste which could result from the establishment of new industries in the City. Exposure of people to certain hazards, most notably flooding, may increase as the City grows. Flooding could become a significant hazard in the future if the City were to permit the development of dwellings in the floodplains of its major waterways. However, the Conservation and Open Space and Land Use Elements call for avoidance of floodplains, combined with selective floodway improvements where undefined channels or inadequate structures exist. These policies will serve to limit flood risk to approximately current levels. Earthquake, geologic, and fire risks will be kept minimal in new developments by existing subdivision and building design requirements. Risk of earthquake hazard could be reduced by reinforcement of Galt's historic buildings as the historic area is revitalized. Risk could also be reduced by restricting the use of those buildings to daytime, commercial uses rather than residential uses.

THIS ILLUSTRATION
IS FOR GENERAL
INFORMATION ONLY.



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SOURCE: 1988 Sacramento County Hazardous Waste Management Plan

With the growth of the City, there will be increased need for clearly defined evacuation routes. The City can use the disaster plan currently being prepared as a basis for defining the routes and associated emergency procedures.

A final issue is the Rancho Seco Nuclear Power Plant 10-mile safety radius, which cuts into the City's Sphere of Influence and into the City itself on the northeast. The City has made plans to develop at moderate densities within the City limits in the Northeast Area. It will have to work with SMUD to ensure consistency with the intent of the evacuation plan, most likely through specific attention to local evacuation routes.

POLICY/IMPLEMENTATION

The 1984 General Plan contained policies and action programs on seismic and geologic hazards, and flooding. These have been incorporated into the current policies and implementation programs. Many of the policies are based on those within the Sacramento County General Plan to ensure consistency of approach to issues. Hazardous waste management policies in the 1988 Sacramento County Hazardous Waste Management Plan are incorporated by reference. Those more relevant to Galt are duplicated in the following policies chart. The solid waste management policies in the Sacramento County Solid Waste Management Plan are also incorporated by reference. Particularly relevant policies are duplicated here also.

**SAFETY ELEMENT
POLICIES AND IMPLEMENTATION PROGRAMS**

<u>Subject/Policies</u>	<u>Implementation Programs</u>	<u>Responsibility/Funding</u>	<u>Proposed Timing</u>
Seismic/Geologic Hazards			
1. Include in any building inspections of existing structures conducted by the City, inspections for weak or poorly anchored glass, parapets or other building features, which might break and cause injury during an earthquake. Require removal or strengthening as necessary to meet the requirements of the Uniform Building Code, the State Historic Building Code, or Conservation Code.	1. Existing code enforcement.	1. City of Galt Building Department	1. On-going as building modifications trigger inspection
2. Make grants and/or loans available from redevelopment funds for structural improvements needed for earthquake and fire safety, such as parapet reinforcement and sprinkler systems.	2. Incorporate a loan and grant program into the Galt Redevelopment Plan.	2. Galt Redevelopment Agency	2. Revise Redevelopment Plan. Program to be funded as funds are available from tax increment increase
3. Encourage adequate protective measures for utility lines, specifically undergrounding when feasible.	3. Cooperate with utility providers and participate in existing undergrounding program.	3. City Public Works Dept. Smud, and Pacific Telephone	3. On-going
4. Recognize any substantive geologic information which becomes available in the City review, approval and permitting activities. If a responsible agency determines that a hazardous fault is located within or close to the City, a study will be undertaken to establish an appropriate action program by the City.	4. Update the General Plan if substantive geologic information becomes available.	4. City Planning Department and Council	4. When new information becomes available
5. Ensure that all existing and future public structures, such as buildings and water tanks, are of sufficient construction to withstand seismically induced ground shaking and related geologic hazards.	5a. Existing structures: existing code enforcement. b. Future structures: hire a structural engineer to prepare or review designs under direction of the City engineer.	5. Building Department and City Engineer (a-b) Funding: Individual developers for new structures as mitigation fee	5. On-going (a-b)
6. Ensure that all fuel and chemical storage tanks are sufficiently constructed to prevent seismic damage, leakage, fire and explosion, and are structurally or spatially separated from sensitive land uses such as residential neighborhoods, schools, hospitals and places of public assembly.	6. Comply with state design review procedures and results of environmental review.	6. City Engineer and Planning Department	6. On-going

<u>Subject/Policies</u>	<u>Implementation Programs</u>	<u>Responsibility/Funding</u>	<u>Proposed Timing</u>
7. Use best available soils information in reviewing development proposals.	7. Direct the City Engineer to use available detailed Soils Survey maps of the County when making a determination as to whether to require soils reports on subdivisions or major structures.	7. City Engineer	7. On-going
8. Require soils or geologic reports for construction or major grading activity whenever there appears to be potential landslides, expansive soils, or subsidence or any other substantial geologic problems. The report shall be prepared by a certified engineering geologist or registered soils engineer. If there is a potential for significant adverse impacts then these shall be addressed by the soil reports and presented within EIRs.	8. Direct the City Engineer to continue requiring geotechnical reports when warranted by the scale of the project and geologic conditions.	8. City Engineer Funding: Individual developers	8. On-going
9. Require a grading and erosion control plans to be prepared or reviewed by a qualified engineer.	9. Amend Site Plan review section of Zoning Ordinance to require grading and erosion control plan submittal.	9. City Council Funding: Zoning Ordinance Update	9. Within 2 years of General Plan adoption
<p><u>Flooding</u></p> <p>10. Prohibit development in currently undeveloped floodplains and continue to implement flood zone policies and the City's Flood Control Ordinance which minimize potential loss of property and threat to human life, including at a minimum:</p> <p><u>Infill Development</u></p> <ul style="list-style-type: none"> - Residential foundations are at least 1 foot above the 100 year flood elevation; and - Non-residential structures are either one foot above the 100 year flood elevation or flood-proofed to prevent damage from the 100-year flood. <p>(The floodplain in infill areas is limited to a small area generally between Harvey and F Streets and 1st Street and the railroad tracks which is largely built out.)</p> <p><u>Undeveloped Areas</u></p> <ul style="list-style-type: none"> - No development within mapped 100 year floodplains in areas which are not currently developed. 	10. Ordinance enforcement and adoption of Land Use Map with floodplain Open Space designation.	10. City Engineer	10. On-going

<u>Subject/Policies</u>	<u>Implementation Programs</u>	<u>Responsibility/Funding</u>	<u>Proposed Timing</u>
11. As set forth in the Conservation and Open Space Element, promote the improvement of natural drainageways where water courses have been disturbed in such a manner as to balance the protection of abutting uses with the consideration of environmental, recreational, and open space needs.	11. Consideration of these policies in project review.	11. City Engineer and Planning Department	11. On-going
Fire			
12. In any inspections of existing buildings, consider potential fire hazards which should be corrected. Cooperate with the Galt Fire District in fire inspections for commercial, industrial and public buildings.	12. Existing code enforcement.	12. City Building Department	12. On-going
13. In older commercial buildings with relatively high fire risk limit residential occupancy.	13. Existing code enforcement.	13. City Building Department	13. On-going
14. Ensure that existing and new buildings of public assemblage have adequate fire protection measures to reduce the potential loss of lives and property in accord with the State codes and ordinances.	14. Continuation of existing review procedures by the City and the Fire District.	14. City Building Planning Departments and Galt Fire District	14. On-going
15. Grant no variances from the City requirements for public street frontage unless the applicants for such variances demonstrate that ample access for fire vehicles is available. Remain willing to consider innovative designs which provide fire protection in subdivisions and in other developments.	15. Continuation of existing review procedures by the City and the Fire District.	15. City Building Planning Departments and Galt Fire District	15. On-going
16. Approve developments only if sufficient water supply and access are available or will be available upon completion of the project to fight fires in the development including multiple building fires. Fire flow should meet the latest insurance regulations. Commercial, industrial and multi-family structures should be 150 feet from an access usable by emergency vehicles.	16. Continuation of existing project review procedures.	16. City Engineer Planning Department and Galt Fire District	16. On-going
17. When reviewing developments, determine if sufficient fire fighting resources including, but not limited to, stations, hydrants, equipment, vehicles, and personnel are available or will be available upon completion of the project to fight fires, including multiple building fires.	17. Continuation of existing project review procedures.	17. City Engineer Planning Department and Galt Fire District	17. On-going

<u>Subject/Policies</u>	<u>Implementation Programs</u>	<u>Responsibility/Funding</u>	<u>Proposed Timing</u>
18. Encourage sprinkler systems in homes.	18. Fire District information program.	18. Fire District	18. Within 1 year of the adoption of the General Plan and on-going
19. Establish a uniform system of numbering homes and businesses, requiring that numbers are legible from the street.	19. Adopt City ordinance requiring a uniform address numbering system.	19. City of Galt	19. Within 1 year of adoption of the General Plan
20. Upgrade any narrow or otherwise substandard streets to meet current City standards whenever possible.	20a. Require new development on substandard streets to establish a funding mechanism for upgrading.	20a. City Council	20a. When possible
	b. Provide technical assistance to any neighborhood groups wishing to form assessment districts.	b. City Manager	b. On request
Police Protection			
21. Continue to promote neighborhood security programs.	21. Obtain and distribute information on neighborhood security programs.	21. City Police Department	21. On-going
22. Include in review of proposed developments consideration of police service needs including design for facilitated surveillance and installation of private security equipment.	22a. Existing project review procedures.	22a. City Planning and Police Departments	22a. On-going
	b. Add to optional list in site plan review section of Zoning Ordinance.	b. City Council	b. Adoption of new Zoning Ord. within 2 yrs of General Plan adoption
Emergency Preparedness			
23. Adopt and enforce the City's disaster plan currently being prepared by the Police Department.	23. Short term: Complete disaster plan. Long term: Implementation as set forth in the Plan.	23. City Police Department and Council	23. Adoption within 1 year of adoption of General Plan
24. Cooperate with the County and State offices of Emergency Services and the Federal Office of Emergency Preparedness in their efforts to do emergency planning, evacuation planning, and public disaster education.	24. As recommended by the County Office of Emergency Services.	24. City Police Department/ City Council/ Public Works Dept. and Sacramento County	24. On-going
25. Review and comment upon special emergency plans are being developed by SMUD, the County Health Agency, and the Sheriff for evacuation and other measures in case of a radiation accident at Rancho Seco Nuclear Power Plant.	25. Short term: Direct the Police and Planning Departments to review and report on the radiation evacuation plan. Long term: As specified in the adopted plan.	25. City of Galt Police and Planning Departments	25. Plan review: as soon as radiation evacuation plan is available. Plan implementation: on-going.

<u>Subject/Policies</u>	<u>Implementation Programs</u>	<u>Responsibility/Funding</u>	<u>Proposed Timing</u>
Hazardous Waste Management			
26. The City shall adopt and participate in implementing the County's Hazardous Waste Management Plan.	26a As provided in the Plan. b. The City shall notify prospective developers of businesses at sites within 1,000 feet of a school that they may be required to prepare and submit for approval a risk management and prevention plan to the Sacramento County Environmental Management, Hazardous Materials Division. Additionally, environmental review of such development proposals shall include a hazardous waste risk assessment focusing on proximity to public places, particularly schools.	26. City Council and Sacramento County	26. Plan has been adopted. Implementation: On-going
27. Recognize that the entire community must fairly share the responsibility to properly manage hazardous waste.	27. Participate in County programs such as Hazardous Waste Collection days.	27. Staff and City Council	27. On-going
28. Stress waste reduction at the source. Priorities shall be: source reduction, on-site recycling, off-site recycling, on-site treatment, and disposal (in this order).	28a Review project proposals for use of these techniques. b. Revise Section 18.60.80 of the Zoning Ordinance to include these concerns.	28a Planning Department City Council	28a On-going b. Within 2 yrs of General Plan adoption
29. Use land use controls and other City permits to separate hazardous waste facilities (including those at individual places of business) from incompatible uses).	29. In adoption of Land Use Map, focus industrial land uses in limited areas of the City separated from other areas where possible by major roadways (such as west of Highway 99 and east of railroad tracks). If roadway separation is not possible or practical then a planted buffer strip or other separation should be required (eg, adjacent to existing Galt Mobile Home Park).	29. City Council	29. Upon adoption of General Plan
30. The City shall consider the risks inherent in use, production, storage and transport of hazardous substances when considering development proposals and their safety features.	30a Existing project review procedure, including environmental analysis. b. Revise Section 18.60.080 of the Zoning Ordinance to include these concerns.	30a Planning Department City Council b. City Council	30a,b Adoption of new Zoning Ordinance within 2 years of General Plan adoption
31. Dispose of sewage sludge in accordance w/State regulations and County Hazardous Waste Management Plan.	31.	31. Public Works Department	31. On-going
Solid Waste Management			
32. Locate all solid waste facilities in areas free of incompatible land uses and prohibit future incompatible land uses on surrounding lands.	32. Locate solid waste transfer site on Land Use Map adjacent to the sewage treatment plant. When land is purchased ensure that an adequate buffer area will be included in acreage.	32. Public Works Department City Council	32. Upon adoption of General Plan. Consideration should be given to this policy when the site is purchased and finalize determined
32a Encourage recycling of solid waste.	32a Work with disposal service to initiate curbside recycling.	32a Public Works Dept.	

<u>Subject/Policies</u>	<u>Implementation Programs</u>	<u>Responsibility/Funding</u>	<u>Proposed Timing</u>
33. Ensure that sewage treatment plant operations and sludge disposal do not result in a health or safety hazard to persons, wildlife, or livestock.	33a Compliance with State regulations; and b. Agricultural designation and zoning surrounding plant.	33a Public Works Department b. City Council	33a On-going b) Upon adoption of General Plan Zoning: within 2 yrs of General Plan adoption



Ryan Arthur Tassell, Valley Oaks School

NOISE ELEMENT

NOISE ELEMENT

INTRODUCTION

The purpose of the Noise Element is to identify noise conflicts where they presently exist and to minimize future noise conflicts. Policies and implementation measures are designed to reduce noise conflicts by achieving land use compatibility for proposed development.

The contents of a Noise Element and the methods used in its preparation have been determined by the requirements of Section 65302 (f) of the California Government Code and by the "Guidelines for the Preparation and Content of Noise Elements of the General Plan" adopted and published by the California Office of Noise Control (ONC) in 1976. The ONC Guidelines require that certain major noise sources and areas containing noise sensitive land uses be identified and quantified by preparing generalized noise exposure contours for current and projected conditions within the community. These contours show the distance from noise generators at which particular noise levels occur. The contours may be prepared in terms of either the Community Noise Equivalent Level (CNEL) or the Day-Night Average Level (Ldn), which describe total noise exposure at a given location for an annual average day.

It is intended that the noise exposure information developed for the Noise Element be incorporated into the General Plan to serve as one of the bases for achieving land use compatibility in the community. Within the General Plan, the Noise Element and the Land Use Element must be consistent, so that, based on the findings of the Noise Element, the Land Use Element prevents the development of incompatible adjacent land uses, the encroachment of noise-sensitive uses upon existing noise-producing facilities, and the creation of impact on noise-sensitive uses.

It is also intended that noise exposure information be used to provide baseline levels for use in the development and enforcement of a local noise control ordinance to address noise produced by non-transportation sources.

GOAL

Goals

The goal of the Noise Element is to protect the residents of Galt from the harmful effects of exposure to excessive noise and to protect the economic base of Galt by preventing the encroachment of incompatible land uses within areas affected by existing noise-producing uses.

IMPORTANCE

Health, relaxation, and neighborhood appeal are all enhanced by low noise levels. The General Plan Community Questionnaire results showed a common concern among many residents with railroad noise in particular.

RELEVANT LAWS AND POLICY

Section 65302 (f) of the California Government Code	Mandated that the General Plan for each city contain a noise element which is designed to identify and appraise noise problems in the community.
California Administrative Code, Title 21, Subchapter 6	Establishes noise level criteria for airports in California. These regulations apply to the airport operator, and are enforced by the County in which the airport is located. A Noise Impact Boundary based upon the 65 dB CNEL contour is established, and measures are specified to attain land use compatibility with respect to aircraft/airport noise.
California Vehicle Code	Sets noise emission standards for new vehicles, including autos, trucks, motorcycles and off-road vehicles. Performance standards are also applied to vehicles operated on public streets and roadways.
Section 216 of the Streets and Highways Code	Regulates traffic noise as received at schools near freeways.
The Harbors and Navigation Code	Regulates noise emissions from new motorboats and those operated in or upon inland waters.

RELEVANT LAWS AND POLICY (Continued)

Title 24 of the California Administrative Code	Regulates interior noise levels within multiple-occupancy dwellings affected by noise from traffic, aircraft operations, railroads and industrial facilities.
The State Penal Code (Section 415)	Prohibits loud and unusual noise that disturbs the peace, while the Civil Code defines public nuisances which may be caused by noise.
The California Environmental Quality Act (1970, CEQA)	Includes noise as one of the factors in determining environmental impacts.

AVAILABLE INFORMATION

Northeast Area Specific Plan Environmental Impact Report. 1987. City of Galt.
Gateway Initial Environmental Study. 1987. City of Galt
Various EIR's on file in the Planning Department.

EXISTING CONDITIONS

The State Office of Noise Control has established guidelines which require that current and projected noise levels be analyzed and quantified for the following noise sources:

- (1) Highways and freeways;
- (2) Primary arterials and major local streets;
- (3) Passenger and freight on-line railroad operations and ground rapid transit systems;
- (4) Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation;
- (5) Local industrial plants, including, but not limited to, railroad classification yards;
- (6) Other ground stationary noise sources identified by local agencies as contributing to the community noise environment.

Noise contours are required for these sources, stated in terms of the community noise equivalent level (CNEL) or day-night average level (Ldn), and may be used as a guide for establishing a pattern of land uses that minimizes the exposure of community residents to excessive noise.

Based on discussions with the City of Galt staff regarding potential major noise sources, it was determined that there are several potentially significant sources of community noise within Galt. These sources include traffic on major roadways and highways, railroad operations, and industrial activities.

Analytical noise modeling techniques and noise measurements were conducted by Brown-Buntin Associates to develop generalized Ldn noise contours for the major roadways, railroads and industrial noise sources in the City of Galt for existing (1986) and future (2004) conditions. The full noise report with complete data is presented in the Appendix. The following summarizes that report.

Noise models predict noise levels based on experiences in other locations and on laboratory tests. The noise modeling techniques used in this document employ commonly accepted assumptions and information specific to each noise source including average levels of activity, hours of operation, seasonal fluctuations, and average levels of noise from source operations. The techniques used closely follow recommendations made by the Office of Noise Control, and were supplemented where appropriate by field-measured noise level data to account for local conditions.

A community noise survey was conducted to describe existing noise levels in noise-sensitive areas within the City of Galt so that noise level performance standards could be developed to maintain an acceptable noise environment.

Assumptions

Roadways. The Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108) was used to develop Ldn contours for Highway 99 and major roadways in Galt. The FHWA Model is the analytical method presently favored for traffic noise prediction by most state and local agencies, including Caltrans. The FHWA Model is based upon reference energy emission levels for automobiles, medium trucks and heavy trucks. Consideration is given to vehicle volume, speed, roadway configuration, distance to the receiver and the acoustical characteristics of the site.

Traffic data representing annual average traffic volumes for existing and future conditions were obtained from Caltrans and Omni-Means as summarized in the General Plan Appendix. The day/night distribution of traffic and the truck mix was based upon Caltrans file data and BBA estimates. Using the General Plan data and the FHWA methodology, traffic noise levels as defined by Ldn were calculated for existing (1986) and projected future (2004) traffic volumes. Distances from the center of the roadway to an Ldn contour value of 60 dB are summarized in the Noise

Contour Data table. Input data are presented in the Appendix of the General Plan.

It should be noted that, since the calculations did not account for shielding caused by local buildings or topographical features, the distances reported in the table are worst-case estimates of noise exposure along roadways in the community. Noise contour maps were prepared from the data contained in the table to allow implementation of this noise element.

**NOISE CONTOUR DATA
DISTANCE (FEET) FROM CENTER OF ROADWAY
TO Ldn CONTOURS**

Segment Nos.	Description	1986 60 dB Ldn	Future (2004) 60dB Ldn w/ Prop. Impvmts in Circ. Elm.
<u>Highway 99</u>			
1	Twin Cities Rd to So. City Limits	769 ft	1113 ft
<u>A Street</u>			
13	Emerald Oak to Oak Avenue	47 ft	46 ft
14	Oak Avenue to Palin Avenue	47 ft	56 ft
16	Palin Avenue to Lincoln Way	31 ft	56 ft
17	Lincoln Way to Camellia Way	54 ft	36 ft
<u>Lincoln Way</u>			
6	Amador Avenue to Elm Street	59 ft	95 ft
8	Elm Street to Myrtle	55 ft	83 ft
15	Myrtle to A Street	60 ft	83 ft
24	A Street to C Street	72 ft	84 ft
26	C Street to Caroline	65 ft	88 ft
32	Caroline to F Street	67 ft	88 ft
35	F Street to Meladee	48 ft	88 ft
36	Meladee to Cornell	53 ft	88 ft
<u>C Street</u>			
19	2nd Street to 3rd Street	20 ft	36 ft
20	3rd Street to 4th Street	22 ft	36 ft
22	5th Street to 6th Street	29 ft	36 ft
23	6th Street to 7th Street	39 ft	36 ft
25	7th Street to Lincoln Way	34 ft	36 ft
27	Lincoln Way to Hwy 99	56 ft	71 ft
<u>F Street</u>			
29	First Street to 4th Street	15 ft	33 ft
33	4th Street to Lincoln Way	30 ft	33 ft
<u>Joy Drive</u>			
34	Kost Road to F Street	18 ft	33 ft
<u>Oak Avenue</u>			
12	A Street to Elm Street	13 ft	23 ft

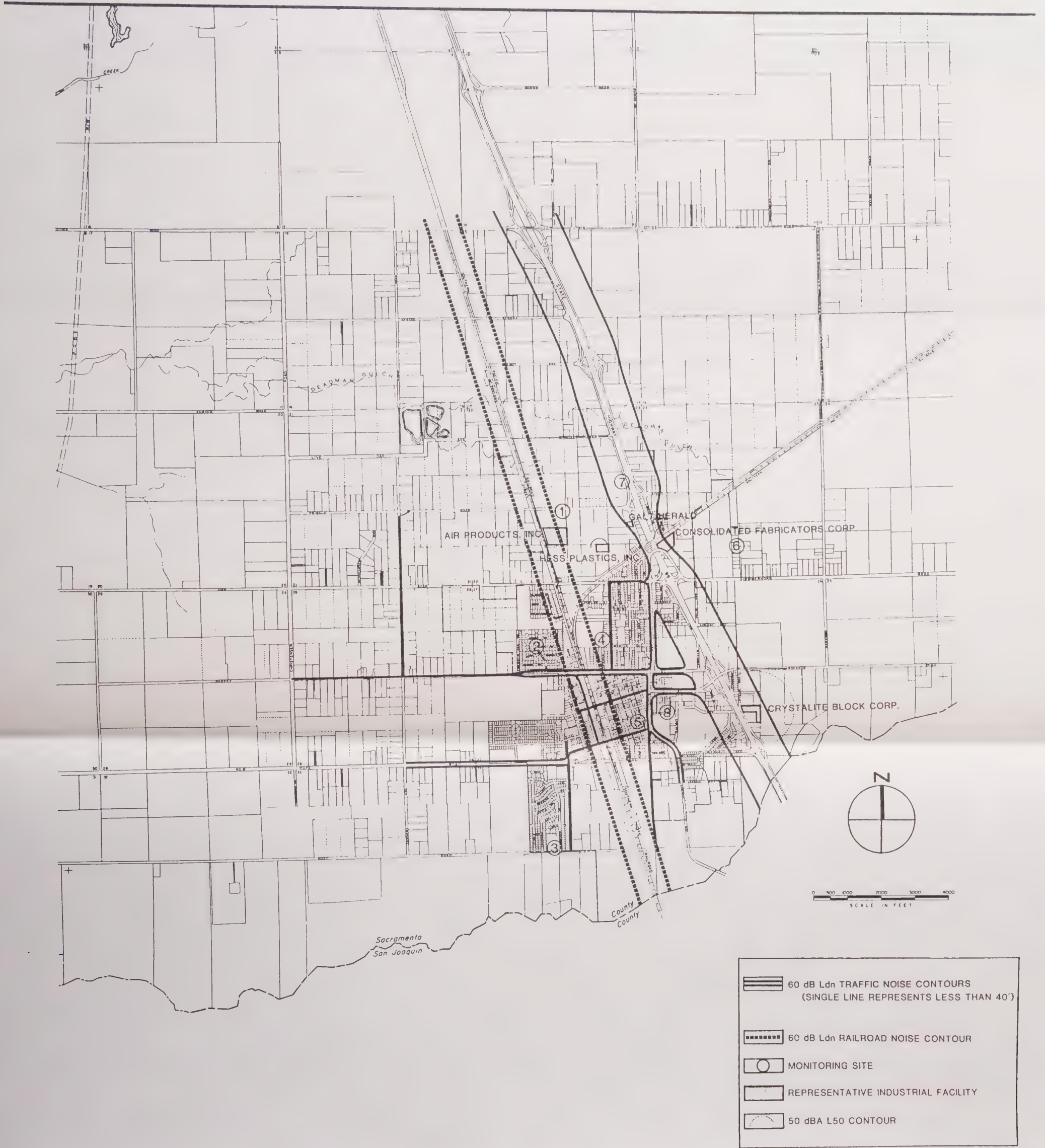
NOISE CONTOUR DATA (Continued)
DISTANCE (FEET) FROM CENTER OF ROADWAY
TO Ldn CONTOURS

Segment Nos.	Description	1986 60 dB Ldn	Future (2004) 60dB Ldn w/ Prop. Impvmts in Circ. Elm.
<u>Elm Street</u>			
7	Oak Avenue to Lincoln Way	28 ft	51 ft
9	Lincoln Way to Hwy 99	17 ft	51 ft
<u>Simmerhorn Road</u>			
10	Highway 99 to Palm Avenue	36 ft	98 ft
11	Palm Avenue to Marengo Road	33 ft	57 ft
<u>Sargent Road</u>			
2	Pringle to Harvey	15 ft	43 ft
4	Harvey to Kost Road	16 ft	43 ft
<u>First Street</u>			
37	E Street to New Hope Road	37 ft	49 ft
30	New Hope Road to Kost Road	15 ft	33 ft
<u>New Hope Road</u>			
28	Sargent Road to First Street	43 ft	74 ft
<u>3rd Street</u>			
18	A Street to C Street	19 ft	37 ft
21	C Street to E Street	16 ft	37 ft
31	E Street to F Street	20 ft	37 ft
<u>Harvey Road</u>			
3	Christensen to Sargent Road	25 ft	46 ft
5	Sargent Road to Emerald Oak	26 ft	46 ft

SOURCE: Brown-Buntin Associates, Inc.

Railroads. Railroad operations in Galt include Southern Pacific Transportation Company (SPTCo) freight activity on the North-South Highway 99 line and switching and light freight activity on the lone branch spur.

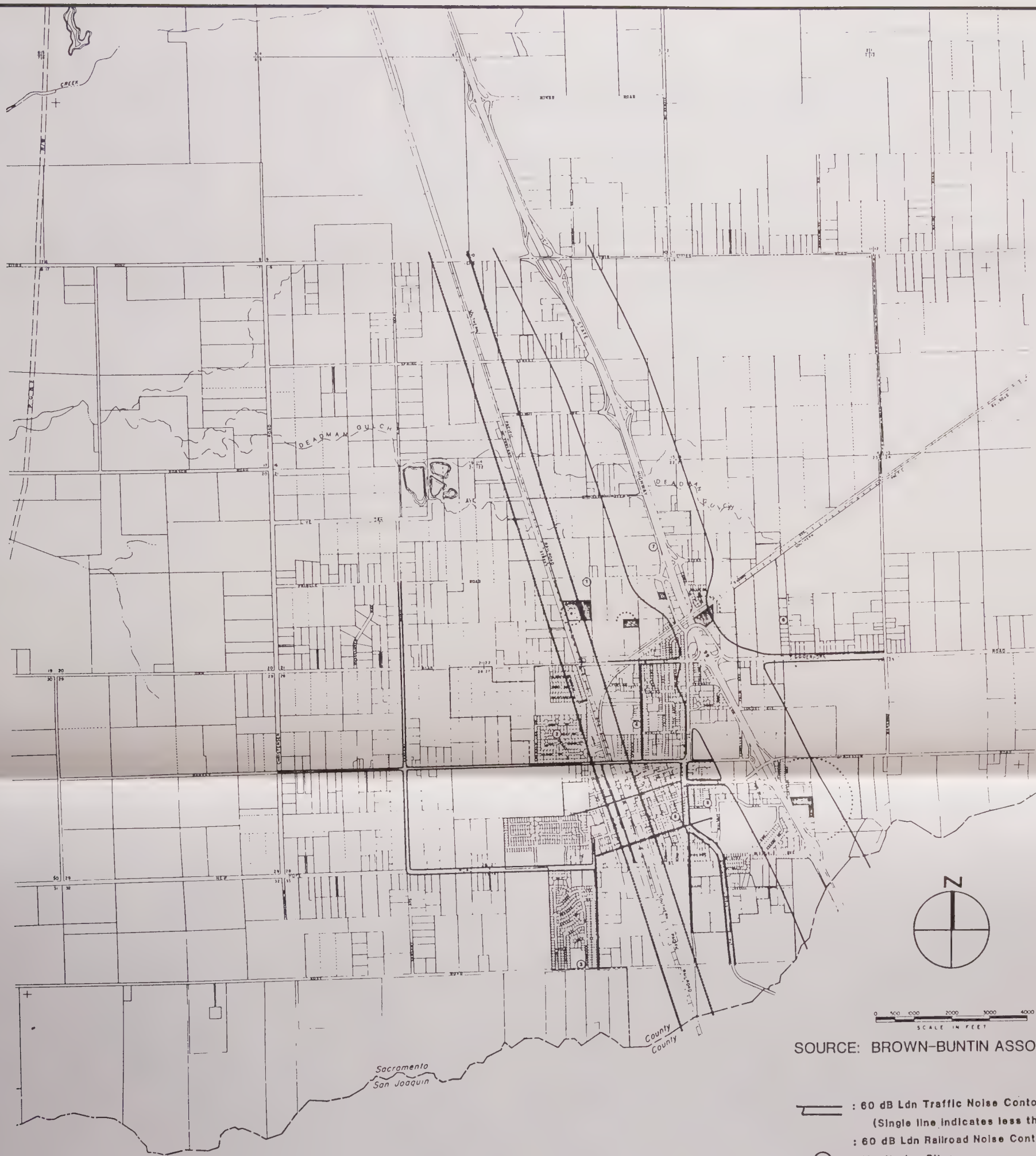
Railroad operational data obtained from SPTCo indicate the traffic volume on the main line in Galt is approximately 20 trains per day on an unscheduled basis randomly distributed through the daytime and nighttime hours. Train speeds in Galt are generally 30-60 mph depending on the track and operating restrictions. Measurements of individual train passages in Galt



CITY OF GALT






GENERAL PLAN Planning Concepts

EXISTING NOISE LEVELS



0 500 1000 2000 3000 4000
SCALE IN FEET

SOURCE: BROWN-BUNTIN ASSOCIATES

-  : 60 dB Ldn Traffic Noise Contours
(Single line indicates less than 40')
-  : 60 dB Ldn Railroad Noise Contours
-  : Monitoring Sites
-  : Representative Industrial Facilities
-  : 50 dBA L50 Contour

CITY OF GALT

GENERAL PLAN Planning Concepts

FUTURE NOISE LEVELS

indicated that maximum noise levels ranged from 83 dBA without use of the horn to 92 dBA with the horn at a distance of 100 feet. Sound Exposure Levels (SEL) at the same distance ranged from 95 dB to 105 dB. Cumulative noise exposure as defined by the day/night average level (Ldn) was calculated to be 70 dB Ldn at 100 feet. There are currently no planned changes in operations of this line.

The lone branch line is used infrequently by "local" freights, and there are no planned changes in operations. The potential noise impact of railroad line operations on this spur in Galt can therefore be considered insignificant.

Railroad operations in Galt generate significant noise levels in the proximity of the north-south main line. Noise mitigation measures should be employed when development of noise-sensitive uses adjacent to the tracks are being considered. The use of horns, noisy track joints and locomotive noise are the major contributors to the railroad noise environment in Galt.

Industrial Facilities. The production of noise is an inherent part of many industrial processes, even when the best available noise control technology is applied. Noise production within an industrial facility is controlled indirectly by Federal and State employee health and safety regulations (OSHA and Cal-OSHA), but exterior noise emissions from industrial operations have the potential to exceed locally acceptable standards at noise sensitive land uses.

Industrial noise control issues focus upon two objectives: to prevent the introduction of new noise-producing uses in a noise sensitive area, and to prevent encroachment of noise sensitive uses upon existing industrial facilities. The first objective can be achieved by applying performance standards to proposed new industrial uses. The second objective can be met by requiring that new noise sensitive uses in proximity to existing industrial facilities include mitigation measures to ensure compliance with the same performance standards.

Representative Industrial Sources. The following descriptions of existing industrial noise sources in Galt are intended to be representative of the relative noise impacts of such uses, and to identify specific noise sources which should be considered in the review of development proposals in their environs. The locations of these noise sources are shown on the Noise Contour Map.

Crystalite Block Corporation: 421 Crystal Way. The Crystalite Block Corporation plant manufactures concrete blocks. The primary noise sources at this facility are two vibrators which set concrete blocks in molds prior to curing. At the time of noise measurements on September 30, 1987, both vibrators appeared to be in use. The average noise level (Leq) measured near the east property corner was 64.8 dBA. Vibrator noise is generally cyclical in nature. The vibrator noise at Crystalite can be described as a

"buzz" which produced intermittent noise levels of 65 dBA to 70 dBA. For comparison to the City of Galt Noise Element standards, the median noise level of a sample period which included forklift use and heavy truck movements was used to develop a typical L50 contour at 50 dBA.

The Crystalite manufacturing plant currently operates from about 6 a.m. to 6 p.m. Summer hours are typically 6 a.m. to 10 p.m. or 11 p.m.; 24-hour operations may occur during busy months. Because of the possibility that the block manufacturing plant may operate during nighttime hours, the nighttime median noise level criterion of 50 dBA should be applied to the analysis of noise impacts due to that operation. Thus, the 50 dBA noise contour associated with the Crystalite plant operation has the potential to affect adjacent properties (Northwest Area Specific Plan, 1987).

Consolidated Fabricators Corporation: 901 Simmerhorn Road. Operations at the Consolidated Fabricators Corporation facility include the manufacture of industrial and commercial rubbish containers. Current working hours are 6 a.m. to 4:30 p.m., but nighttime shifts have been employed in the past. Noise sources at this facility include forklift use, metal bin movement, hammering and welding. Noise conflicts have been reported for existing adjacent residential properties, indicating that any future proposals for residential developments in the vicinity should be carefully reviewed to ensure that noise mitigation measures are included in project design. The noise contour shown on the Existing Noise Contours Map represents typical maximum noise levels due to hammering based upon measurements made on September 30, 1987 at Amador Lane (Mr. Danny McLaughlin, October 2, 1987).

Air Products, Inc.: 98 Industrial Court. Air Products operates an air separation plant which produces liquid oxygen, liquid nitrogen and argon. Noise sources at this facility include electric high speed turbines. Noise levels may be elevated during venting for defrosting and pressure relief, and have been the subject of noise complaints in the past. Operations occur on a 24-hour basis, with truck movements randomly spaced during the day. The Existing Noise Contours Map shows the approximate location of the 50 dBA L50 contour for normal operations, based upon noise measurements made on September 30, 1987 (Mr. Lou Otvos, October 2, 1987).

Hess Plastics, Inc.: 495 Industrial Drive. The Hess Plastics operation involves manufacturing plastic products. Typical hours of operation range from 10 to 24 hours per day. The only potentially significant noise source associated with this facility is a pair of cooling fan units located on the north side of the building, approximately 185 feet from the nearest mobile home at Three Palms Mobile Estates. The daytime noise level due to the fans at the nearest mobile home was 52 dBA on September 30, 1987. The fans were not in use at nighttime. The Existing Noise Contours Map shows the approximate location of the 50 dBA L50 contour for the fan units. According

to the company representative, these fans will be replaced with a cooling tower sometime in the near future (David Hess, October 5, 1987).

The Galt Herald: 604 No. Lincoln Way. The Galt Herald operates a printing shop which produces a newspaper and custom printing. Noise-producing activities include operation of the printing press, use of delivery trucks and handling of paper stock. Newspaper printing occurs during nighttime hours, typically to 12 midnight, with later operations occurring during heavy production periods. Printing operations increase to 24 hours per day to meet holiday demands. Noise complaints have been entered by residents of the adjacent mobile home park, primarily concerned with nighttime outdoor activities. No significant noise production was observed at daytime or nighttime on September 30, 1987 (Ray Harberger, October 7, 1987).

Community Noise Survey. As required by the Office of Noise Control Guidelines, a community noise survey was conducted to document noise exposure in areas of the community containing noise sensitive land uses. The following noise sensitive land uses were identified within the City of Galt:

1. All residential uses
2. Schools

Noise monitoring sites were selected to be representative of typical conditions in areas of the community where such uses are located. Short-term noise monitoring was conducted during three periods of the day and night on September 10, 1987, so that reasonable estimates of Ldn could be prepared. Two long-term noise monitoring sites were established to obtain day-night statistical trends during the same period. The data collected included the Leq and other statistical descriptors. Noise monitoring sites, measured noise levels and estimated Ldn values of each site are summarized in the Noise Survey Data table below; monitoring sites are shown by on the Exiting Noise Contours Map.

The community noise survey results indicate that typical noise levels in noise sensitive areas of Galt are in the range of 50 dB to 60 dB Ldn. Noise from traffic on roadways is the controlling factor for background noise levels in the City. In general, the areas of Galt which contain noise sensitive uses are relatively quiet except along major roadways and the main line railroad tracks.

**NOISE SURVEY DATA:
SUMMARY OF MEASURED NOISE LEVELS AND ESTIMATED
DAY-NIGHT AVERAGE LEVELS (Ldn) IN AREAS
CONTAINING NOISE SENSITIVE LAND USES**

Site#	Description	Level, dBA			Est. Ldn (dBA)
		Ld (1) (dBA)	Ld (2) (dBA)	Ln (dBA)	
1	Pringle and Industrial Drive	46.9	59.5	44.5	56.0
2	Emerald and Trent	48.7	50.7	39.6	49.7
3	Meadowview and Kost	46.5	48.2	51.9	57.9
4	Oak Avenue Park	52.1	49.0	50.3	56.8
5	Shepard of the Valley Church	54.9	52.1	40.1	52.7
6	Steiner Rd and Simmerhorn	50.1	53.9	50.7	57.4
7*	Galt Mobile Estates #77	68.5	--	67.3	73.9
8*	903 Caroline Avenue	56.9	--	38.0	55.2

SOURCE: Brown-Buntin Associates, Inc.

- * = Long-term monitoring site
- Ld = Leq during daytime hours (7 a.m. to 10 p.m.)
- Ln = Leq during nighttime hours (10 p.m. to 7 a.m.)

The Existing Noise Contours Map illustrates ambient noise levels at the long-term monitoring sites over typical 24-hour weekdays. Hourly Leq values for Highway 99 are relatively constant due to continuous traffic flow. Leq values recorded at 903 Caroline Avenue reflect noise from the adjacent school in the morning and lawn mower noise between noon and 3 p.m.

POTENTIAL CONDITIONS

The following chart shows future locations of 60 dB Ldn noise contours for the Year 2004 based on projected traffic levels. The 60 db level is used because it is the highest level normally acceptable in single-family residential areas. The two columns illustrate noise contours with and without recommended improvements in the Circulation Element.

**NOISE CONTOUR DATA
DISTANCE (FEET) FROM CENTER OF ROADWAY
TO Ldn CONTOURS**

Segment Numbers	Descriptions	Current 60 dB (Ldn)	.. Future 60 dB Ldn .. Unimproved	Improved
<hr/>				
Highway 99				
1	Twin Cities Road to So. City Limits	769 ft	1113 ft	1113 ft
A Street				
13	Emerald Oak to Oak Avenue	47 ft	51 ft	46 ft
14	Oak Avenue to Palin Avenue	47 ft	61 ft	56 ft
16	Palin Avenue to Lincoln Way	31 ft	61 ft	56 ft
17	Lincoln Way to Camellia Way	54 ft	58 ft	36 ft
Lincoln Way				
6	Amador Avenue to Elm Street	59 ft	92 ft	95 ft
8	Elm Street to Myrtle	55 ft	76 ft	83 ft
15	Myrtle to A Street	60 ft	76 ft	83 ft
24	A Street to C Street	72 ft	78 ft	84 ft
26	C Street to Caroline	65 ft	87 ft	88 ft
32	Caroline to F Street	67 ft	87 ft	88 ft
35	F Street to Meladee	48 ft	87 ft	88 ft
36	Meladee to Cornell	53 ft	87 ft	88 ft
C Street				
19	2nd Street to 3rd Street	20 ft	37 ft	36 ft
20	3rd Street to 4th Street	22 ft	37 ft	36 ft
22	5th Street to 6th Street	29 ft	37 ft	36 ft
23	6th Street to 7th Street	39 ft	37 ft	36 ft
25	7th Street to Lincoln Way	34 ft	37 ft	36 ft
27	Lincoln Way to Hwy 99	56 ft	56 ft	71 ft
F Street				
29	first Street to 4th Street	15 ft	32 ft	33 ft
33	4th Street to Lincoln Way	30 ft	32 ft	33 ft
Joy Drive				
34	Kost Road to F Street	18 ft	33 ft	33 ft
Oak Avenue				
12	A Street to Elm Street	13 ft	22 ft	23 ft
Elm Street				
7	Oak Avenue to Lincoln Way	28 ft	49 ft	51 ft
9	Lincoln Way to Hwy 99	17 ft	49 ft	51 ft

(Continued . . .)

NOISE CONTOUR DATA
DISTANCE (FEET) FROM CENTER OF ROADWAY
TO Ldn CONTOURS

Segment Numbers	Descriptions	Current.. 60 dB Ldn	Future 60 dB Unimproved	Ldn .. Improved
<hr/>				
Simmerhorn Road				
10	Highway 99 to Palm Avenue	36 ft	115 ft	98 ft
11	Palm Avenue to Marengo Road	33 ft	46 ft	57 ft
Sargent Road				
2	Pringle to Harvey	15 ft	44 ft	43 ft
4	Harvey to Kost Road	16 ft	44 ft	43 ft
First Street				
37	E Street to New Hope Road	37 ft	48 ft	49 ft
30	New Hope Road to Kost Road	15 ft	37 ft	74 ft
New Hope Road				
28	Sargent Road to First Street	43 ft	87 ft	74 ft
3rd Street				
18	A Street to C Street	19 ft	37 ft	37 ft
21	C Street to E Street	16 ft	37 ft	37 ft
31	E Street to F Street	20 ft	37 ft	37 ft
Harvey Road				
3	Christensen to Sargent Road	25 ft	51 ft	46 ft
5	Sargent Road to Emerald Oak	26 ft	51 ft	46 ft

SOURCE: Brown-Buntin, 1989

Of most concern are the significant increases in noise levels expected along Lincoln Way through fully developed residential areas. Noise levels at the standard home front yard setback line will exceed acceptable noise levels. This is also the case for existing and future residential areas within 1113 feet of the center line of Highway 99.

Areas of greatest concern related to future traffic noise levels are listed below as well as potential measures to reduce noise levels.

TRAFFIC NOISE - AREAS OF CONCERN
NOISE LEVELS DISTANCE (FEET) FROM CENTERLINE OF ROAD
TO Ldn CONTOURS

Street Name & Description	1986 60 dB Ldn	60dBLdn 2004 w/o Improv- ments	60dBLdn 2004 with Improv- ments	Potential Measures Reduce Future Noise Levels
Highway 99 Twin Cities Road to So. City Limits	769ft	1113ft	1113ft	Noise walls and/or adequate setback
A Street Oak Avenue to Palin Ave	47ft	61'ft	56'ft	Reduce and enforce speed limit to 25 mph
Palin Ave. to Lincoln Way	31ft	61'ft	56'ft	" "
Lincoln Way Amador to Elm	59ft	92ft	95ft	- Adequate setbacks for new homes
Elm to Myrtle	55ft	76ft	83ft	or special construction techniques
Myrtle to A	60ft	76ft	83ft	- Noise walls for new residential
Caroline to F	67ft	87ft	88ft	areas
C to Caroline	65ft	87ft	88ft	- Retrofit noise walls for existing
F to Meladee	48ft	87ft	88ft	residences where side or rear yards
Meladee to Cornell	53ft	87ft	88ft	abut Lincoln Way
				- Allow front yard noise walls in existing residences
Simmerhorn Palm to Marengo	33ft	46ft	57'ft	Adequate setbacks for future residential
New Hope Road Sargent to First	43ft	87ft	74ft	Require adequate setback for future residential (largely undeveloped to date)

¹ Does not generally exceed Normally Acceptable noise level at residential setback line but nears this level and represents significant increase in noise levels.

SOURCE: Brown-Buntin, 1989

OTHER AREAS OF CONCERN

Railroads. As discussed in the Existing Conditions section, there are currently no planned changes for the future in the Southern Pacific rail operations. Existing homes within 480 feet will continue to be impacted. Future residential development will need to include mitigation largely in the form of noise walls and/or setbacks. In general, 10-foot noise walls will be required where single-family residential subdivisions are located adjacent to the railroad. In rural residential areas where noise walls are infeasible, setbacks of 480 feet from the railroad centerline will generally be required.

Industrial Facilities. Future industrial facilities should be located to avoid noise conflicts. The Land Use Map generally locates industrial areas near Highway 99 and in the northwestern portion of the Planning Area. However, residentially designated land does occur adjacent to industrially designated land in many instances. In these interface areas, new industrial development should be required to incorporate adequate noise attenuation techniques to ensure that the 50dBA L50 contour does not extend onto residentially designated parcels. In addition, future industrial facilities should be designed with noise mitigation in mind. Detailed noise analysis should be required when industrial facilities are proposed or when residential uses are proposed in the vicinity of existing or future industrial areas.

In addition, future noise levels surrounding existing industrial facilities are of concern:

Crystalite Block. Surrounding residences are currently impacted. To limit future impacts, industrial uses are designated surrounding the plant. However, normally acceptable noise levels will still be exceeded at existing residences on Crystal Way and a portion of the vacant residentially designated property 800 feet to the east. This vacant land will require noise mitigations in the form of a wall or special construction techniques.

The Galt Herald. Noise levels at the Galt Herald are not expected to produce noise levels on surrounding residential lands above the normally expected level unless operations increase significantly.

Noise Sensitive Uses. Other than residential uses, schools are the main noise sensitive uses in the City. Two are currently impacted by highway noise: the Galt Middle School and the High School. The middle school is also impacted to some degree by traffic noise from C Street. However, plans are in place to relocate the Middle School within the next two years. Any new structures at the high school will need to be placed outside the 60 dB noise contour or will need to be sound insulated and air conditioned to allow for closed windows during hot weather.

Future schools should be located outside noise impacted areas. The Land Use Map designates future school locations. None are within noise impacted areas.

Consolidated Fabricators (Simmerhorn Road). This plant currently impacts the subdivision across Simmerhorn Road and a small portion of vacant residentially designated land to the northeast. Residences on this vacant land can be set back from the noise impacted area. The area to the south and east is designated for industrial uses. Future noise levels will increase if operations increase significantly. Operations should be monitored for noise increases and appropriate on-site mitigation measures required as necessary.

Air Products (Galt Industrial Park). Air Products does not currently impact residential areas and is surrounded mainly by industrially designated lands. If operations increase significantly, the 50 dBA L50 contour could extend onto residentially designated land to the west, though there would be adequate land for an appropriate noise setback.

Hess Plastics (Galt Industrial Park). The Hess Plastics 50 dBA L50 contour currently extends into the storage area of the mobile home park to the north. Mobile homes will only be impacted in the future if operations increase significantly or if homes are placed in the current outdoor storage area. Future increases in operations should be monitored and appropriate on-site mitigation measures required as necessary. One possibility would be the purchase of a noise easement from the mobile home park.

POLICY/IMPLEMENTATION

Progress in Implementing Previous General Plan Policies. The 1984 General Plan included existing noise level information from 1974. Policies were generally geared toward stationary noise sources and as a result, the City's noise ordinance deals only with these sources. In 1987, the major sources of noise in Galt are the highway and railroad and the new policies reflect this fact.

NOISE ELEMENT POLICIES AND IMPLEMENTATION PROGRAMS

Subject/Policies	Implementation Programs	Responsibility/Funding	Proposed Timing
1. Provide sufficient noise exposure information in the General Plan so that existing and potential noise impacts may be effectively addressed in the land use planning and project review process.	1. Adopt this Noise Element.	1. City Planning Department and City Council	1. Upon adoption of the General Plan
2. Develop and implement effective strategies to abate and avoid excessive noise exposures in the City by requiring that effective noise mitigation measures be incorporated into the design of new noise-generating and new noise-sensitive land uses.	2. As outlined in programs 4-13 below.	2. As outlined in 4-13 below.	2. As outlined in 4-13 below.
3. Protect areas within the City where the present noise environment is within acceptable limits.	3a. As outlined in programs 4-13 below. b. Incorporate noise mitigation fee into the traffic mitigation fee to assist with retrofitting existing neighborhoods which will be impacted by future traffic levels.	3a. As outlined in 4-13 below. b. City Council	3a. As outlined in 4-13 below. b. Within 2 years of General Plan adoption
4. Use noise level performance standards for reviewing development proposals.	4a. Adopt the Noise Level Performance Standards printed following this chart. 4b. Require the use of the Noise Level Performance Standards to evaluate projects in EIRs.	4. City Planning Department and Council (a-b)	4a. Upon adoption of the General Plan 4b. On-going after the adoption of the General Plan
5. Use a designation of "Noise-Impacted" for any areas within the City exposed to existing or projected exterior noise levels exceeding 60 dB Ldn/ CNEL or the Noise Level Performance Standards.	5a. Adopt this Element including the description of areas of future noise concerns on pages C-13 to C-15 and the Future Noise Levels Map. 5b. Update the City Noise Map within any EIR which addresses noise with updated information on noise-impaction and noise level contours. 5c. Revise Zoning Ordinance residential zones setback wording to consult Future Noise Contour Map for appropriate setback within Normally Acceptable Contour of 60 dBLdn. If the appropriate setback cannot be achieved because of the size of the lot, other measures should be identified to mitigate impacts to noise levels consistent with this Element. Multi-family residential areas may deviate from this standard through the use of appropriate construction techniques.	5a. City Planning Department and Council 5b. City Planning Department and Council and EIR preparers 5c. Planning Department	5a. Upon adoption of the General Plan 5b. At the time of EIR preparation on various projects. 5c. Zoning Ordinance update within 2 yrs of General Plan adoption

<u>Subject/Policies</u>	<u>Implementation Programs</u>	<u>Responsibility/Funding</u>	<u>Proposed Timing</u>
6. In future development, separation of noise-sensitive land uses from noise-impacted areas unless effective mitigation measures are provided.	<p>5d. Note "Noise-Impacted" areas on Land Use Map.</p> <p>6a. Do not permit noise-sensitive land uses in noise-impacted areas unless mitigation measures reduce noise levels to:</p> <ul style="list-style-type: none"> - For noise due to traffic on public roadways, railroad line operations and aircraft: 60 dB Ldn/CNEL or less in outdoor activity areas, and interior noise levels to 45 dB Ldn/CNEL or less. Where it is not possible to reduce exterior noise due to these sources to 60 dB Ldn/CNEL or less by incorporating a practical application of the best available noise-reduction technology, an exterior noise level of up to 65 dB Ldn/CNEL may be allowed. Under no circumstances will interior noise levels be permitted to exceed 45 dB Ldn/CNEL with the windows and doors closed. - For non-transportation related noise sources: achieve compliance with the Noise Level Performance Standards. <p>6b. Do not permit noise generating land uses, such as industrial and commercial establishments, which would affect noise-sensitive land uses by exceeding the Noise Level Performance Standards.</p> <p>Design measures, limitation of operating hours, purchase of noise easements, or other measures must be identified and included as conditions of approval of new or expanded noise generating uses.</p>	<p>5d. City Council</p> <p>6. City Planning Department and Council (a-b)</p>	<p>5d. Adoption of General Plan</p> <p>6. As projects are proposed (a-b)</p>
7. Ensure that EIR's contain valid acoustical analysis.	<p>7a. Use a minimum threshold for preparation of EIRs when:</p> <ul style="list-style-type: none"> - Noise - sensitive land uses are proposed in noise impacted areas; and - When a proposal will result in noise-impacts upon noise sensitive areas. <p>7b. Incorporate the following standards into City CEQA guidelines so that any noise analysis:</p> <ul style="list-style-type: none"> - Be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics. The noise analysis shall be funded by the applicant but under direction of the City. - Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions. - Include estimated noise levels in terms of Ldn/CNEL and/or the Noise Level Performance Standards for existing and 	<p>7a. City Planning Department and Council</p> <p>7b. Planning Department</p>	<p>7a. At the time of project review.</p> <p>7b. Within one year of this Plan's adoption</p>

Subject/Policies	Implementation Programs	Responsibility/Funding	Proposed Timing
7. Ensure that EIR's contain valid acoustical analysis. (Continued)	<p>projected future (20 years hence) conditions, with a comparison made to the adopted policies of the Noise Element.</p> <ul style="list-style-type: none"> - Include recommendations for appropriate mitigation to achieve compliance with the adopted policies and standards of the Noise Element. Where the noise source in question consists of intermittent single events, the report must address the effects of maximum noise levels in sleeping rooms in terms of possible sleep disturbance. - Include estimates of noise exposure after the prescribed mitigation measures have been implemented. If compliance with the adopted standards and policies of the Noise Element will not be achieved, information to support a statement of overriding considerations for the project must be provided. 		
8. Establish effective noise barriers along Highway 99 and the Southern Pacific Railroad main line in areas where new residential development is proposed.	<p>8. Require noise barriers or adequate setbacks for all new residential developments adjacent to Highway 99 and the Southern Pacific railroad main line. A noise barrier may be in the form of a solid, massive wall, earth berm or berm/ wall combination, and shall be designed to shield noise-sensitive outdoor activity areas within the development.</p> <p>Additional noise barriers may be required to shield upper floor balconies which are exposed to noise levels exceeding 60 dB Ldn.</p> <p>Encourage Caltrans to construct sound walls when Highway 99 is widened.</p>	8. City Planning Department and City Council	8. As projects are proposed
9. Use land use compatibility criteria in evaluating non-sensitive land uses.	9. In reviewing projects other than residential and other sensitive land uses, apply the Land Use Compatibility Criteria following this chart and the Noise level Performance Standards.	9. City Planning Department	9. As projects are reviewed
10. Ensure conformance with state laws.	10. Enforce the State Noise Insulation Standards (California Code of Regulations [as of January 1, 1990], Title 24) and Chapter 35 of the Uniform Building Code (UBC). Title 24 requires that an acoustical analysis be prepared for all new developments of multi-family dwellings, condominiums, hotels and motels proposed for areas within the 60 dB Ldn/CNEL contour of a major noise source for the purpose of documenting that an acceptable interior noise level of 45 dB Ldn/CNEL or below will be achieved. UBC Chapter 35 requires that common wall and floor/ceiling assemblies within multi-family dwellings comply with minimum standards for the transmission of airborne sound and structure-borne impact noise.	10. City Planning and Building Departments	10. As projects are reviewed.

<u>Subject/Policies</u>	<u>Implementation Programs</u>	<u>Responsibility/Funding</u>	<u>Proposed Timing</u>
11. Ensure that City equipment is consistent with this Element.	11. Purchase only equipment and vehicles which comply with noise level performance standards consistent with the best available noise reduction technology.	11. Each department head	11. As purchases are made
12. Provide muffler enforcement.	12. The City of Galt shall actively enforce existing sections of the California Vehicle Code relating to adequate vehicle mufflers and modified exhaust systems.	12. City Police Department	12. Ongoing.
13. Ensure consistency between this Element and the Zoning Ordinance.	13. The findings and specific policies of the Noise Element shall be incorporated into the City of Galt Zoning Ordinance as appropriate.	13. City Planning Department	13. Maximum time is two years from establishment of interim zoning.
14. Work to reduce noise levels and land use conflicts surrounding existing noise generating uses.	14. Noise from existing manufacturing plants should be monitored if any substantial increase in operations is proposed. If increases occur, appropriate on-site mitigation should be required. A conditional use permit may be the best mechanism to accomplish this. Monitoring and mitigation could apply to Consolidated Fabricators, Air Products, and Hess Plastics.	14. Enforcement of noise ordinance upon complaint	14. Ongoing and as complaints are received
15. Use Noise Level Performance Standards for review of stationary and single occurrence noise generators on following page.	15. Revise Noise Ordinance for consistency with standards outlined.	15. City Planning Department	15. Within 1 year of General Plan adoption
16. Use Land Use Compatibility Criteria on pages C-23 to C-24	16. Use Land Use Compatibility Criteria on pages C-23 to C-24.	N/A	N/A

NOISE LEVEL PERFORMANCE STANDARDS

The noise standards in the following table are conceptually based upon the City of Galt Noise Control Ordinance, but are more stringent to be consistent with existing noise levels in noise-sensitive areas in the City. These standards are to be applied as performance standards for proposed industrial and commercial land uses and other land uses involving new locally-regulated noise sources which may affect noise sensitive land uses. "Locally regulated noise sources" are typically non-transportation related noise generators such as manufacturing plants, mechanical equipment, sirens, etc. Similarly, these noise standards are to be applied to determine whether a proposed noise sensitive use is compatible with an existing locally-regulated noise source. These are hourly noise levels rather than day-night averaged noise levels used for the general land use compatibility criteria on the following page which relate to ongoing traffic and transportation noise.

Noise from single occurrences such as the passage of locomotives, heavy trucks or aircraft should also be evaluated in terms of the maximum noise levels shown by the table. The maximum noise level created by such events may result in activity interference even though the cumulative noise exposure in terms of Ldn is within acceptable limits. The potential for sleep disturbance is usually of primary concern in such cases, and should be evaluated on a case-by-case basis.

Noise created by locally-regulated noise sources associated with new projects or developments shall be controlled so as not to exceed the noise level standards as set forth below as measured at any affected residentially designated lands or land use situated in either the incorporated or unincorporated areas. New residential development shall not be allowed where the ambient noise level due to locally regulated noise sources will exceed the noise level standards as set forth below.

NOISE LEVEL PERFORMANCE STANDARDS FOR NEW PROJECTS AND DEVELOPMENTS

Cumulative Number of minutes in any one-hour time period	Exterior Noise Level Standards, dBA	
	Daytime 7 a.m. to 10 p.m.	Nighttime 10 p.m. to 7 a.m.
30 min	50 dBA	45 dBA
15 min	55 dBA	50 dBA
5 min	60 dBA	55 dBA
1 min	65 dBA	60 dBA
0	70 dBA	65 dBA

SOURCE: Brown-Buntin Associates, Inc.

Example: A measurement of 50 dBA.

Each of the noise level standards specified above shall be reduced by five dBA for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises.

LAND USE COMPATIBILITY CRITERIA

Noise compatibility criteria based upon Ldn values are to be applied to evaluating proposed noise sensitive land uses with respect to established transportation noise sources such as traffic on public roadways, railroads and airports. The applicability of Ldn-based criteria for such sources has been well documented in terms of expected public response and legal responsibilities.

The State Office of Noise Control (ONC) "Guidelines for the Preparation and Content of Noise Elements of the General Plan", include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The ONC guidelines contain a land use compatibility table which describes the compatibility of different land uses with a range of environmental noise levels in terms of Ldn or CNEL.

The Land Use Compatibility Chart on the following page is provided as a guide concerning the sensitivity of different land uses to their noise environment. It is intended to illustrate the range of noise levels which will allow the full range of activities normally associated with a given land use. For example, exterior noise levels in the range of 50-60 dB Ldn are generally considered acceptable for residential land uses, since these levels will usually allow normal outdoor and indoor activities such as sleep and communication to occur without interruption. Noise level mitigation will be required of residential development within contours above 60 dBLdn such as appropriate setbacks, use of noise walls, location of outdoor activity areas in noise-shielded locations, and/or special construction techniques including installation of air conditioning and laminated windows. Industrial facilities, however, can be relatively insensitive to noise and may often be located in a noise environment of up to 75 dB Ldn without significant adverse effects.

LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENTS

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE L_{dn} OR CNEL, dB					
	55	60	65	70	75	80
RESIDENTIAL	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
TRANSIENT LODGING - MOTELS, HOTELS	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
SCHOOLS, LIBRARIES, CHURCHES, HOSPITALS, NURSING HOMES	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
AUDITORIUMS, CONCERT HALLS, AMPHITHEATRES, SPORTS ARENAS	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Clearly Unacceptable	Clearly Unacceptable
PLAYGROUNDS, NEIGHBORHOOD PARKS	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Clearly Unacceptable	Clearly Unacceptable
GOLF COURSES, RIDING STABLES, WATER RECREATION, CEMETERIES	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable
OFFICE BUILDINGS, BUSINESS COMMERCIAL AND PROFESSIONAL	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
INDUSTRIAL, MANUFACTURING UTILITIES, AGRICULTURE	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable

INTERPRETATION

 NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

 CONDITIONALLY ACCEPTABLE

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

 NORMALLY UNACCEPTABLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and the needed noise insulation features included in the design.

 CLEARLY UNACCEPTABLE

New construction or development should generally not be undertaken.



Bottimora House in 1904

Aleecia Macias, Arcohe School

HISTORIC ELEMENT

HISTORIC PRESERVATION ELEMENT

INTRODUCTION

The City of Galt has a rich past which is still evident in a number of its older buildings and urban form. The Galt area was originally inhabited by the Plains Miwok Indians, though no permanent settlements are believed to be located within today's City limits but rather along the Cosumnes, Mokelumne, and Sacramento Rivers. The Galt area has probably been under cultivation since 1850-1860 and is located within the original Spanish land grant - Rancho San Jon de los Moquelumnes. The entire Dry Creek township was purchased by Dr. Obed Harvey in 1861, who is considered the founder of Galt. His home still stands. The town was originally centered around a large rail yard and switching station located for its central position between Sacramento and Stockton. The town was laid out by the Western Pacific Railroad Company in 1869 on a quarter section of land which was known as the Troy Place. The first buildings were soon constructed, a succession of hotels - the Galt House, the Harvey House, and the Railroad House, a school and a store all in 1869-70 (Thompson & West). A post office was also established in 1869. The town was given the name Galt by Dr. John McFarland, a local businessman and farmer whose hometown was Galt, Canada.

GOAL

It shall be the goal of the City to protect evidence of its cultural development and history.

IMPORTANCE

Historic structures, features, vegetation, and urban form are examples of where we have been as a community. Retention of historic features can aid in enhance the aesthetics of the City, conserving housing stock, and creating economic opportunities.

RELEVANT LAWS AND POLICY

California Environmental Quality Act (1970, CEQA)

IMPLEMENTED BY: City of Galt

Requires review of projects for possible impacts on the environment including the cultural and historic resources.

National Environmental Policy Act (1969, NEPA)

IMPLEMENTED BY: Responsible
Federal Agency

Similar to CEQA, but applies to federally funded or initiated projects.

Tax Reform Act of 1986

IMPLEMENTED BY: U.S. Dept. of
Interior

Allows tax credits for rehabilitating structures listed on the National Register of Historic Places for commercial use and requires special rehabilitation standards to be used in exchange.

California State Building Code (1975)

IMPLEMENTED BY: California
State Architect

Allows use of alternative building methods which will not detract from historic structures if structures listed on local or other lists of historic structures.

AVAILABLE INFORMATION

The Galt Library has numerous publications regarding the history of Galt. In addition, the Galt Historical Society members are a source of knowledge on the history of the City. A significant information void is the lack of a historic buildings survey of the entire City which this Element recommends. Other related sources follow:

Northeast Area Specific Plan and EIR
1987 (City of Galt)

- AREA OF COVERAGE: 1200 acres east of Hwy 99 and south of Twin Cities Road.
- TYPE OF COVERAGE: An archaeological reconnaissance was conducted and no sites were found though it was noted that two midden deposits have been found to the west on Deadman Gulch. General history and cultural background of the Galt area is discussed.

1984 Galt General Plan Historic Preservation Element

- AREA OF COVERAGE: Generally between 2nd and 7th Streets and A and D Streets.
- TYPE OF COVERAGE: Certain historic structures are identified though not all. Updated by this Element.

California Archaeological Inventory, North Central Information Center, Cal State Univ. Sacramento

- AREA OF COVERAGE: keeps records of historic and cultural sites discovered throughout North Central California.
- TYPE OF COVERAGE: Records of discoveries are continually updated.

California State Office of Historic Preservation (within Department of Parks and Recreation)

- Maintains information on grants available and administers Main Street Program and other State programs. A list of publications available from the Office is included in the Appendix.

California State Office of Local Assistance (under State Department of Commerce)

- Also a source of information on grants available. Will assist in packaging loans for private and public rehabilitation efforts.

Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings

- Located in General Plan Appendix.

(Continued . . .)

Instructions on Completing National Trust for Historic Preservation Nomination Forms and sample of description and significance text	-	Copy in General Plan Appendix.
California State Historic Building Code (Office of the State Architect)	-	On file in Galt Planning Department.
Rehabilitation Tax Credits, Easements, and Other Preservation Incentives (1987) by William Delvac, Attorney	-	Copy in General Plan Appendix.

EXISTING CONDITIONS

The Galt Historic Area is made up of structures which represent Galt's development, during the late nineteenth and early twentieth centuries as a railroad and residential center for the surrounding agricultural community. The core of the area is formed by the railroad tracks and the strip of mainly late nineteenth century commercial buildings forming a typical "Main Street" grouping along 4th Street. The core commercial facades are both simple and detailed in ornamentation.

Significance

The Historic Area is significant because it is representative of Galt's status as an agricultural/residential/shipping center before suburbanization and new railroad shipping yards reduced the importance of Galt as an isolated hub. Initial residential and commercial growth surrounded the railroad tracks. This urban form is still very evident by the one-sided "Main Street" which is formed by the 4th Street Victorian commercial facades facing the railroad tracks. They rise abruptly from the flat, untreed surroundings of the railroad track area; they almost seem to be watching for oncoming trains. As agriculture flourished and businesses became more successful, additional residences were constructed.

When the shipping yard was closed a new period began in Galt's history. Rural residents were not as likely to come to Galt. Railroad employment was lost. Galt, as a result, lost its hub status and many businesses faltered.

In the 1950s a new business strip evolved to the east along Lincoln further decreasing the importance of the older downtown area. Growth in Sacramento, Lodi, and other rural centers has drawn residents to jobs in these areas and decreased the importance of Galt as a commercial center. However, the original urban form and structures of the Historic Area remain as a reminder of Galt's past importance as a rural center.

Historic Features

Most of the City's historic structures and features are located within a core area of downtown Galt which has been described above as the Historic Area. Others are scattered throughout the City. Two structures are currently on the National Register of Historic Places. They are: the Sego milk plant and the Sperry residence. The structures and features of historic importance are listed below and mapped on the following page.

POTENTIAL CONDITIONS

As Galt grows, there are two courses the City can take regarding the City Historic Area - no action or concerted effort to aid in preservation and rehabilitation of the area. The no action alternative is counter to City goals but could result from lack of implementing related policies. In this case, existing trends would prevail and it can be expected that the C Street commercial area will continue to falter for a number of years. It is possible that as residential growth occurs in the City, the market potential for shops in old downtown Galt will improve and attract a developer or developers to improve the area. However, even if this occurs the City might not be able to influence the quality of renovation efforts if planning is not underway in advance.

The opportunities for concerted positive action on the part of the City are varied and include assistance to the commercial areas as well as residential areas. Key issues which must be addressed include condition of historic structures, appearance of the Historic Area in general including the railroad land, compatibility of design of new structures and renovation in the Historic Area, and old downtown area vacancy rates. Categories for possible City action include planning and coordination, technical rehabilitation assistance, and financial economic revitalization assistance.

Planning & Coordination

Generally, the first step in preserving and renovating historic areas is the identification of all historic resources. This element lists the most obvious resources and is a good first step. For instance, the listing of the structures in this element allows the State Historic Building Code to be used in their renovation. A detailed survey would more fully describe each structure and feature in order to be able to nominate individual structures to the National Register of Historic Places. Though this element identifies a potential National Register Historic District, a more detailed survey would tie down district boundaries and identify contributing and non-contributing structures. Not a great deal more information than provided in this Element is required, however, review by the State Office of Historic Preservation is necessary. The Office of Historic Preservation offers technical assistance in preparing historic surveys.

**GALT
HISTORIC STRUCTURES & FEATURES**

General Plan Map	Street Address	Description	Importance	Condition	
D-6	1 & 2	120 7th Street	Christian Church	Early church, architecture	Excellent
	3	236 6th Street	1920's Bungalow	Early resident, architecture	Good
	4	603 C Street	Residence	Sunnysouth (Res)	Fair
	5	Corner 6th and C	1920's Bungalow w/water tower	Early residence, architecture, water tower	Good
	6		Galt Water Tower, Prominent landmark	Excellent	
	8	312 5th Street	Victorian Residence	Early residence, architecture	Excellent
	9	318 5th Street	Victorian Residence	Early residence, architecture	Excellent
	10	324 5th Street	Victorian Residence	Early residence, architecture	Excellent
	11	340 5th Street	1920's Bungalow	Early residence, architecture	Excellent
	12	346 5th Street	Victorian Cottage	Early residence, architecture	Excellent
	13	352 5th Street	Victorian Cottage	Early residence, architecture	Excellent
	14	113 4th Street	Victorian Cottage (Sperry Res)	Library-School House	Excellent
	15,16,17	149 4th Street	Has been almost completely obscured by additions	General Store with gunslits (Currently a mortuary)	Bldg with additions would not be eligible for National Register
	18	201 4th Street	2 story C. 1980's brick structure with cast iron columns and exquisite brick cornice details	McFarland Bldg Odd Fellows Hall	Good Added side stairs detract
	19	215 & 217 4th Street	C. 1920's one story fire brick structure w/intricate cast iron cast iron vents. Five stores possible	Early Commercial	Fair 2/3 of structure painted and windows covered

**GALT
HISTORIC STRUCTURES & FEATURES**

D-7

General Plan Map	Street Address	Description	Importance	Condition
20,21	227 & 229 4th Street	C. 1890's brick structure rebuilt in 1930's. Checkerboard brick pattern. Tile detail and vents, transom windows; interesting downspouts	Sawyer Building Telephone Exchange	Fair - One upstairs window not original
22	409 C Street	C. 1920's light brick building w/ intricate iron vents. Three storefronts. Currently used for Galt Activity Center	Early Commercial	Fair - Two storefronts have been faced with distressed wood which detracts. Has been sandblasted. Display windows being used for storage
23	4th & C Street	C. 1890's 2-Story Halianate Victorian commercial block building. Two storefronts, plus upstairs rooms	Early Commercial	Fair
24		C. 1890's 2-Story Victorian commercial building. Two storefronts, apartments upstairs	Early Commercial	Fair. Brick facing of lower facade detracts
25	325 4th Street	2-Story Halianate Victorian brick commercial building. Has been converted completely (upstairs and downstairs to apartments). Three storefronts possible	Early Commercial	Poor. Downstairs facade has been severely altered. Upstairs bay windows also altered.
26	416 B Street		Old Blacksmith Shop	Good
27	206 5th Street		Winn House, Brewster Res., Justice Court	Excellent
28	218 5th Street		First Court House/Jail	Poor
29	417 B Street	Halianate Victorian Cottage	Early residence, architecture	Excellent
30	4th Street across from Park	Old Diamond National lumber yards - typical 1920's-40's	Example of railroad-related industry frame lumber storage structure	Good
31	3rd and F	Old Sego Milk Plant	Example of railroad-related industry	Poor

**GALT
HISTORIC STRUCTURES & FEATURES**

General Plan Map	Street Address	Description	Importance	Condition
D-8	34,35,36	128-140 3rd Street	Victorian Cottages	Early residence, architecture
	37	200 3rd Street	First Congregational Church, frame church w/prominent spire	Early church, architecture
	38	214 3rd Street	Victorian cottage	Early Residence, architecture
	39	530 3rd Street	St. Christopher's Church, gothic brick church w/spire	Early church, architecture
	40	119 2nd Street	1920's bungalow	Early residence, architecture
	41	127 2nd Street	1920's bungalow w/water tower	Early residence, architecture
	42	131 2nd Street	Vacant frame Victorian cottage	Early residence, architecture
	43	205 B Street	Residence	McAllister Property
	44	205 2nd Street	1920's bungalow with water tank	Early residence, architecture, water tower
	45	NE corner 2nd & C	Victorian cottage	Early residence, architecture
	47	218 2nd Street	Residence	Granny McKinstry's home
	48	244 2nd Street	Victorian cottage	Early residence, architecture
	49	326 2nd Street	Residence	Dr. Obed Harvey's Office
	Not shown on map	204 Oak Avenue	Victorian residence	Rae Residence

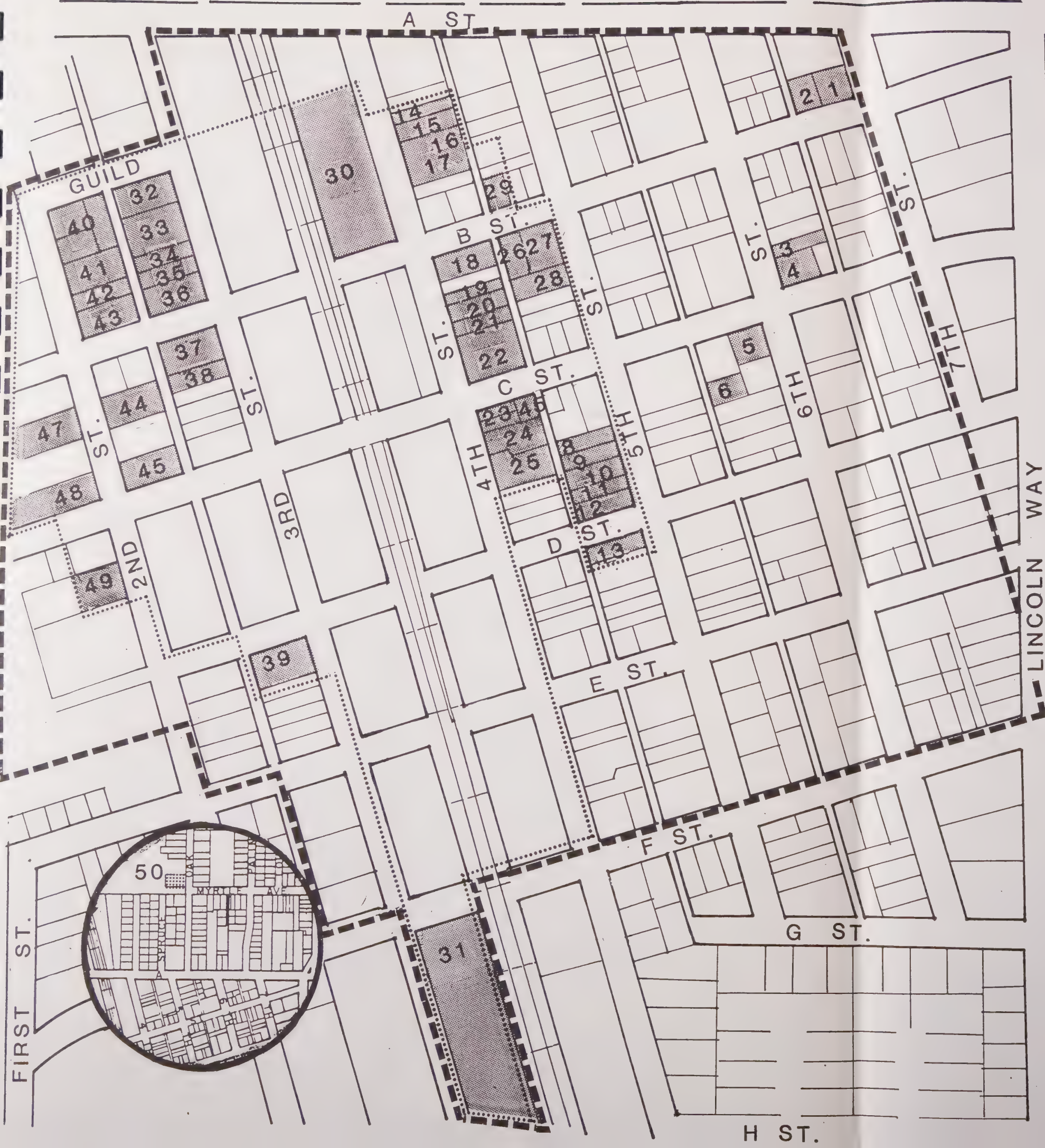
Excellent

Poor

Poor

Fair (under
renovation)

HISTORIC PRESERVATION DISTRICT STUDY AREA



- | | |
|------------|---|
| 1 & 2 | CHRISTIAN CHURCH |
| 3 | 1920's BUNGALOW |
| 4 | SUNNYSOUTH RESIDENCE |
| 5 | 1920's BUNGALOW WITH WATER TOWER |
| 6 | GALT WATER TOWER |
| 8 | VICTORIAN RESIDENCE |
| 9 | VICTORIAN RESIDENCE |
| 10 | VICTORIAN RESIDENCE |
| 11 | 1920's BUNGALOW |
| 12 | VICTORIAN COTTAGE |
| 13 | VICTORIAN COTTAGE |
| 14 | VICTORIAN COTTAGE (LIBRARY-SCHOOLHOUSE) SPERRY RESIDENCE |
| 15, 16, 17 | GENERAL STORE WITH GUNSLITS (FUNERAL HOME) |
| 18 | ODDFELLOWS HALL |
| 19 | 1920's ONE STORY FIRE BRICK STRUCTURE WITH INTRICATE CAST IRON VENTS |
| 20, 21 | SAWYER BUILDING, TELEPHONE EXCHANGE |
| 22 | 1920's LIGHT BRICK BUILDING WITH INTRICATE IRON VENTS |
| 23 | 1890's 2 STORY HALIANTE VICTORIAN BUILDING |
| 24 | 1890's 2 STORY VICTORIAN COMMERCIAL BUILDING |
| 25 | 2 STORY HALIANTE VICTORIAN COMMERCIAL BRICK BUILDING |
| 26 | OLD BLACKSMITH SHOP |
| 27 | WINN HOUSE, BREWSTER RES., JUSTICE COURT |
| 28 | FIRST COURT HOUSE/JAIL |
| 29 | HALIANTE VICTORIAN COTTAGE |
| 30 | OLD DIAMOND NATIONAL LUMBER YARDS: TYPICAL 1920's-1940's FRAME LUMBER STORAGE STRUCTURE |
| 31 | OLD SEGO MILK PLANT |
| 32, 33 | C. 1920's COTTAGE WITH WATER TOWER |
| 34, 35, 36 | VICTORIAN COTTAGES |
| 37 | FIRST CONGREGATIONAL CHURCH |
| 38 | VICTORIAN COTTAGE |
| 39 | ST. CHRISTOPHER'S CHURCH |
| 40 | 1920's BUNGALOW |
| 41 | 1920's BUNGALOW WITH WATER TOWER |
| 42 | VACANT FRAME VICTORIAN COTTAGE |
| 43 | MC ALLISTER PROPERTY |
| 44 | GRANNY MC KINSTY'S HOME |
| 45 | OLD HARDWARE STORE |
| 47 | GRANNY MC KINSTY'S HOME |
| 48 | VICTORIAN COTTAGE ? |
| 49 | DR. OBED HARVEY'S OFFICE |
| 50 | THE RAE HOUSE |

----- GALT LOCAL HISTORIC AREA (NEEDS FURTHER STUDY)

..... POSSIBLE AREA TO NOMINATE AS NATIONAL REGISTER HISTORIC DISTRICT

The importance of National Register status for historic districts and structures includes:

- Fosters a sense of pride in history of the area;
- Offers aids in grant funding when available;
- Allows use of tax credits for renovation of commercial structures.

Coordination of the renovated "look" of a historic area can be accomplished by the City through zoning or design review, or both. In addition, the City can provide infrastructure in keeping with the desired theme. In Galt, sidewalks, street lights, utility line undergrounding, street furniture, landscaping, parking lots would all be appropriate City contributions. Many cities have actually renovated facades of buildings after receiving easements from the owners. (Discussed under technical renovation assistance.)

Zoning regulations in historic areas pay special attention to the aesthetic compatibility of new structures proposed in the area and usually include design regulation. Often a design review board assists in interpreting and implementing the regulations within the ordinance. Signage design control can also create significant aesthetic improvement in historic areas.

Technical Renovation Assistance

The City can play an important role in providing technical assistance to individual renovators within the Historic Area. Part of its role should be to assist in providing information on appropriate renovation techniques to ensure that historic resources are not damaged or destroyed.

The U.S. Secretary of the Interior General Standards for Historic Preservation Projects should be followed within the Historic Area and should be provided to anyone renovating structures in the Area. The standards are practical and common sense in nature:

SECRETARY OF THE INTERIOR'S GENERAL STANDARDS FOR PRESERVATION

The following general standards apply to all treatments undertaken on historic properties listed in the National Register:

1. Every reasonable effort shall be made to provide a compatible use for a property that requires minimal alteration of the building structure, or site and its environment, or to use a property for its originally intended purpose.
2. The distinguishing original qualities or character of a building, structure, or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.
3. All buildings, structures, and sites shall be recognized as products of their own time. Alterations that have no historical basis and which seek to create an earlier appearance shall be discouraged.

**SECRETARY OF THE INTERIOR'S
GENERAL STANDARDS FOR
PRESERVATION (Contd)**

4. Changes, which may have taken place in the course of time, are evidence of the history and development of a building, structure, or site and its environment. These changes may have acquired significance in their own right, and this significance shall be recognized and respected.
 5. Distinctive stylistic features or examples of skilled craftsmanship, which characterize a building, structure, or site, shall be treated with sensitivity.
 6. Deteriorated architectural features shall be repaired rather than replaced, wherever possible. In the event replacement is necessary, the new material should match the material being replaced in composition, design, color, texture, and other visual qualities. Repair or replacement of missing architectural features should be based on accurate duplications of features, substantiated by historical, physical, or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other buildings or structures.
 7. The surface cleaning of structures shall be undertaken with the gentlest means possible. Sandblasting and other cleaning methods that will damage the historic building materials shall not be undertaken.
 8. Every reasonable effort shall be made to protect and preserve archeological resources affected by, or adjacent to any acquisition, protection, stabilization, preservation, rehabilitation, restoration, or reconstruction project.
-

The City can also assist in the technical aspects of renovation by making building owners within the Historic Area aware of the State Historic Building Code. City building inspectors should also learn to utilize the Code. Use of the Historic Building Code is mandated by the State if an owner or developer requests its use in reviewing renovation plans. The Code allows for negotiating between the architect/builder and the building official on practices which meet basic life and safety requirements while preserving the integrity of the structure. For instance, many requirements of modern building codes do not "fit" older structures including:

- Railing height: Railings adhering to new requirements in many cases would be out of scale with historic structures.
- Seismic Safety: Most older structures cannot meet modern day requirements but through various methods can be made safe.
- Handicapped Access: Retrofitted handicapped access ramps can detract from the aesthetics of older buildings but alternative solutions such as wide back entries with elevators are often possible.

Generally, architects and builders familiar with historic renovation techniques should be used when utilizing the Historic Building Code.

Cities can also directly improve historic structures through obtaining facade easements from building owners. This is most appropriate in downtown areas where the structures are an integral part of the public space, similar to the situation in shopping malls.

Financing / Economic Re- vitalization Assistance

The City can provide assistance in both financing renovation directly and indirectly through downtown economic revitalization programs. The general categories of this type of assistance are discussed below.

1. **Studies.** The City can finance or prepare studies which can identify programs and direction to take. Examples of relevant studies include historic structure surveys and economic development plans. Few special grants are available for such studies, however, Community Development Block Grants (CDBG) can be used for planning studies.
2. **Staffing.** The City can provide funding or partial funding for staff to coordinate programs. Full time staffing is often the key to a successful program.
3. **Renovation.** It is often difficult for building owners to obtain funds for renovation only. The City can play an important role in providing loans, grants, or technical expertise for this sort of work. Facade easements obtained by the City discussed previously are also a possibility. Sources of funds include redevelopment monies and CDBG funds. CDBG funds are commonly used for individual housing renovations.
4. **Construction.** Major construction related to renovation is easier to fund conventionally than minor facade improvements. The State Office of Local Development (within the Department of Commerce) will assist in obtaining private financing for these types of projects. The State will also back up the loans as insurance to the lender.
5. **Infrastructure.** The City can also assist renovation efforts through provision of infrastructure. Funding sources include CDBG monies and various State loan programs.

Tax Credits

Individuals should be aware of tax credits available for renovation costs. The City can assist in making residents aware of these programs which include:

- Federal tax credits for renovation of commercial structures on the National Register of Historic Places;
- State tax credits under the Mills Act allow for a reduction of the taxable value of structures similar to the Williamson Act contracts on agricultural land;

- Conservation easements can be taken which have the effect of a charitable contribution. A conservation easement requiring the preservation, special treatment, or use of a structure is placed on the deed to the property (similar to a sidewalk or access easement). The easement is donated to a non-profit group or the City and the value of the easement becomes the charitable contribution which can be deducted from State and Federal taxes.

The Appendix contains details on available tax credits for renovation work.

An Example

A number of Northern California Cities have spearheaded successful downtown renovation and revitalization efforts. City involvement has varied from providing renovation assistance only to major economic development planning. In Arcata, the City bought and renovated an old hotel for old downtown. Funding was via a package of a State grant, a CDBG loan, a private loan, and a UDAG loan (no longer available).

Porterville was accepted into the Main Street Program which is based on revitalization of downtown areas through four steps:

1. Design
2. Organization
3. Promotion
4. Economic Restructuring

The Porterville efforts were only a year underway in 1987 and are an example of initial steps which might prove successful in Galt:

1. **Funding.** Initial funding of the program came from the following sources:

Business Improvement District	\$30,000
Main Street Grant	25,000
City CDBG Funds	<u>25,000</u>

\$80,000

2. **Full time coordinator hired** \$35,000/yr

3. **Coordinator worked on enlargement of budget**

- 2 for 1 coupon packet sale \$ 6,000
- Sale of downtown history books \$ 5,000
- Downtown merchants agreed to stay open additional hours to increase revenues
- Sale of downtown calendar

4. **Set up committees to assist** (Businessmen, contractors, etc.)
5. **Developed goals and objectives**
6. **Developed work program** which included:
 - Video catalog of items for sale in downtown businesses on local Cable TV
 - Downtown group business insurance to reduce rates
 - Small business management training video
 - Crime reduction efforts
 - Window displays in vacant buildings
 - Downtown banners
 - Customer surveys
 - Downtown credit card

As a result of the program, 8 facade rehabilitations and two major renovations were underway in the first year. Nine new businesses located within the area in this same period.

It appears that in Porterville, a large part of the success of the program is due to the hiring of a coordinator.

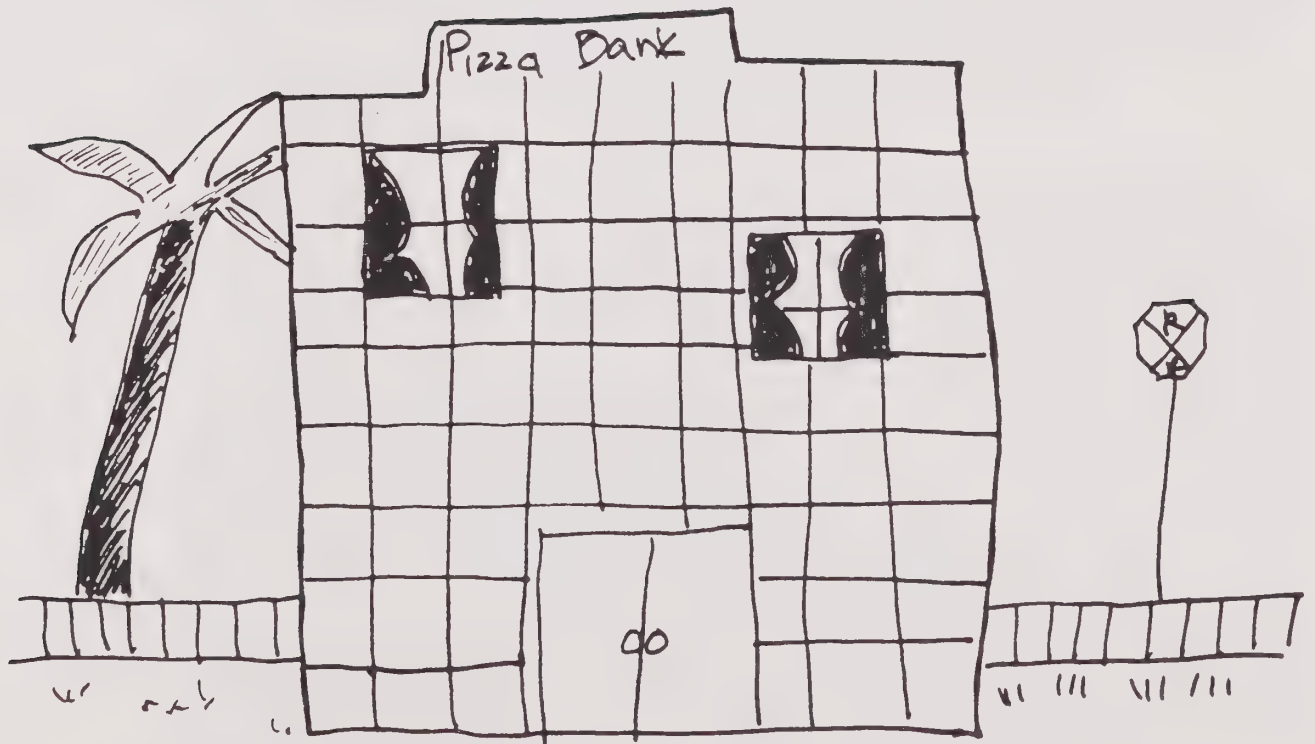
POLICY/IMPLEMENTATION

A number of historic preservation implementation programs were recommended in the 1984 General Plan but generally were not carried out. Interest in historic preservation has grown since that time which should aid the implementation of programs recommended in this Element. As a result, certain programs from the 1984 General Plan are again recommended and identified where duplicated. However, certain programs were not included and in general the overall recommended program is pared down to a level which it is hoped will be more achievable.

HISTORIC PRESERVATION ELEMENT POLICIES AND IMPLEMENTATION PROGRAMS

<u>Subject/Policies</u>	<u>Implementation Programs</u>	<u>Responsibility/Funding</u>	<u>Proposed Timing</u>
1. Provide for design coordination and control in the Historic Area.	1a. Appoint Historic Preservation Advisory Committee (1984 program). Committee to consider the following and make recommendations to Council:	1a. City Council	1a. Within 1-2 years of adoption of General Plan
	b. Identify all historic structures in Galt and its Sphere of Influence (Revision of 1984 program)	b. Historic Preservation Advisory Committee	b. Within 1-2 years of adoption of General Plan
	c. Inform all owners of historic structures of State Historic Building Code (Revised 1984 programs 2 & 3)	c. Historic Preservation Advisory Commission	c. Within 1-2 years of adoption of General Plan
	d. Establish funding for at least part-time Downtown Revitalization Coordinator and program	d. City Council Funding: General Fund/ Redevelopment Agency	d. Within 2-3 years of adoption of General Plan
	e. Hire Historic Downtown Revitalization Coordinator	e. City Council	e. Within 1-1/2 yrs of adoption of General Plan
	f. Create a Historic Area Design Plan and list of priority improvements and programs with initial priority given to items listed under Objectives 3 and 4 below.	f. Historic Preservation Advisory Commission and Revitalization Coordinator	f. Within 2 years of adoption of General Plan
	g. Establish Historic Overlay Design Enhancement Zone to regulate building renovations, landscaping, parking design, colors, signage, mix of uses, and other features in the Historic Area (Revised 1984 Program 4)	g. Historic Preservation Advisory Commission and Revitalization Coordinator input to Revision of Zoning Ordinance	g. Within 2 yrs of adoption of General Plan
2. Assist in financing and accomplishing renovation efforts in the Historic Area.	2. Historic Preservation Committee to make recommendations in this area including consideration of the following:		
	a. Prepare funding plan for proposed programs/improvements	2a. Historic Preservation Advisory Commission and Revitalization Coordinator	2a. Within 2 years of adoption of General Plan
	b. Initiate facade rehabilitation program through assistance to building owners and City acceptance of facade easements.	b. City Council and Revitalization Coordinator	2b. Begin within 4 yrs of preparation of funding plan and on-going

Subject/Policies	Implementation Programs	Responsibility/Funding	Proposed Timing
3. Assist in economic revitalization of the Historic Area	c. Schedule for and begin City improvement program in Historic Area to include: <ul style="list-style-type: none"> - Repair sidewalks - Renovate facades on which City obtains easements - Landscaping - Underground utility lines - Street furniture 	c. City Council and Revitalization Coordinator	c. Begin within 4 yrs of preparation of funding plan and on-going
	2d. Continue negotiations with Southern Pacific and if possible improve railroad area with parking, landscaping, and seating/park areas.	d. City Council and Revitalization Coordinator Funding: Flea Market funds and Quimby Act fees	d. Within 4 years of adoption of General Plan
	3. The Historic Preservation Committee should also make recommendations to the City Council in this area including consideration of the option of preparing a downtown area economic revitalization plan and priority program list.	3. Revitalization Coordinator	3. Within 2 years of adoption of General Plan



Jenny Amborski, Valley Oaks School

ECONOMIC ELEMENT

ECONOMIC DEVELOPMENT ELEMENT

SUMMARY

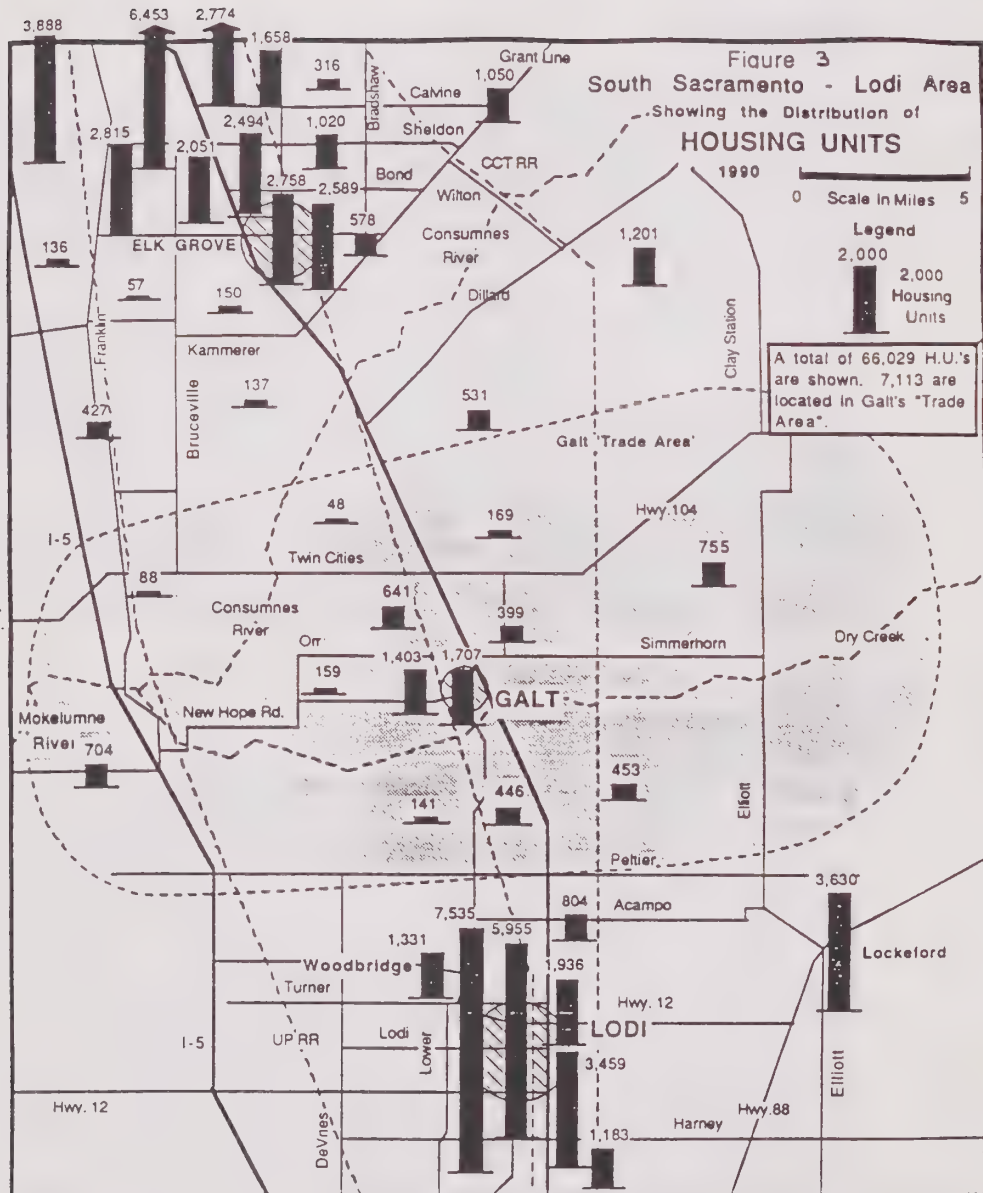
Existing Conditions

An understanding of the makeup of Galt's economy is important to devising an economic strategy for the City. At one time, Galt served as a central retail center for the surrounding farming community, bolstered by the draw of the railroad shipping yards. Galt's current economic base is still largely retail as could be expected of most small cities. However, in Galt's case, its retail center status is now limited by the two large communities to the north and south of the City. Because of today's ease of transportation and the proximity of Lodi and Sacramento, Galt is not capturing its potential share of retail sales. Only 23% of potential purchases are being made in Galt. The City's retail sales/household ratio is the lowest in the area (\$8,800/household compared to the County average of \$15,000 household). The industrial and office professional sectors have not been significant in comparison to retail to date. Thus, Galt's economy can be characterized as convenience retail oriented with a low jobs/ housing ratio. Yet Galt is not solely a bedroom community; it does have an economic base on which to build.

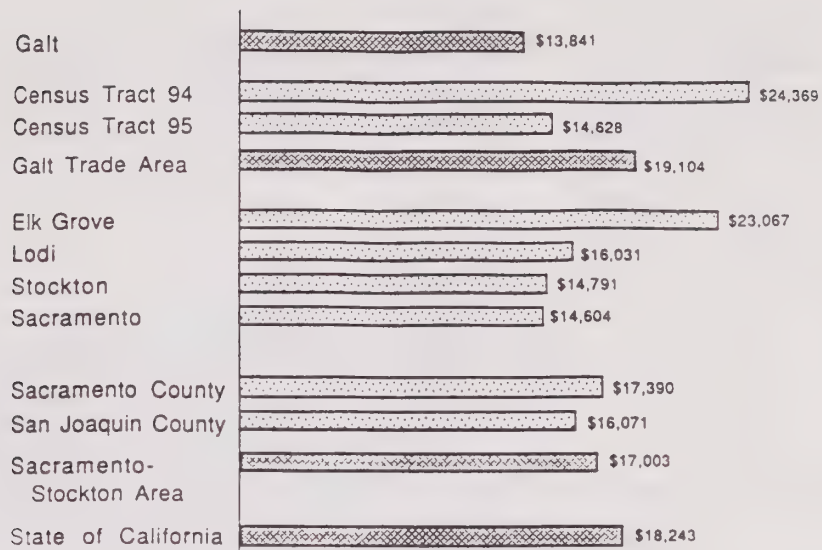
Galt Trade Area

Galt's trade area is the area in which residents perceive the City of Galt as the most convenient service center. It is this area that Galt's economy can benefit from. The purchasing power within the Galt Trade Area is significant. Though Galt's median income is less than the County average, incomes in the outlying area are quite high. The 1980 Census reported that the median household income in the City was substantially below that of the residents living in the surrounding rural areas, of nearby cities, and of the two counties. In contrast, the median household income in the Trade Area was higher than the County and Sacramento-Stockton Area averages. In 1980, the Galt Trade Area's median household income was 9.9% above the Sacramento County median (\$19,104 and \$17,390 respectively). The 1985 Survey of Buying Power estimated that Sacramento County's median household income in 1984 was \$25,949 (page C-32). Assuming that the median income since then has increased in proportion to the changes in the Consumer Price Index (a 7.8% change from 1984 to 1986), the County would have a median household income of about \$27,970 in 1986, and the Trade Area's median household income would be about \$30,700.

GALT TRADE AREA



MEDIAN HOUSEHOLD INCOME
Selected Cities, Counties & Areas
1980



Retail Sales. Between 1980 and 1985, taxable sales in Galt increased overall by 11%. By comparison, taxable sales in Sacramento County increased by 60% during the same period while in San Joaquin County, taxable sales increased by 41%. In contrast to the sales figures, the number of retail establishments in Galt increased by 17% during this period while the number of establishments increased by only 11% in Sacramento County and 9% in San Joaquin County.

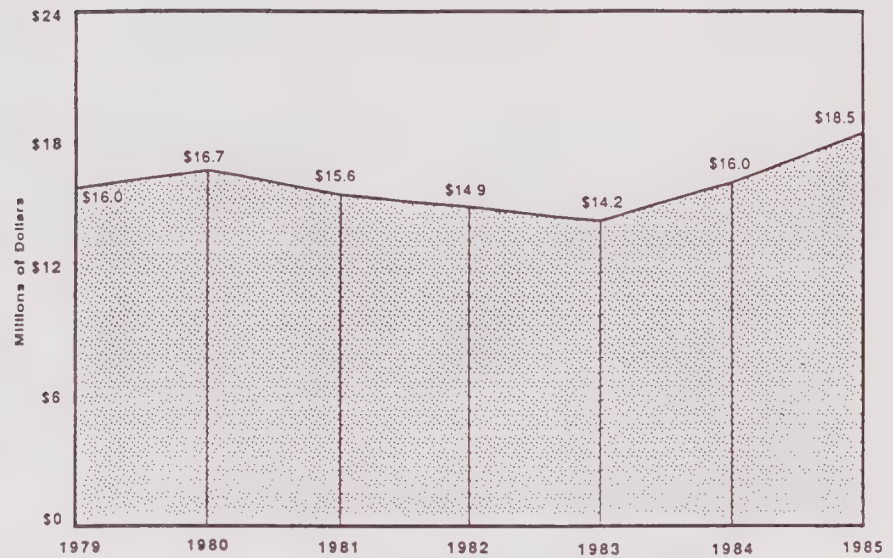
RETAIL SALES

Year	Taxable Sales (\$000's)	Number of Outlets
1979	\$15,968	48
1980	16,669	52
1981	15,582	52
1982	14,872	56
1983	14,190	55
1984	16,000	59
1985	18,502	61
1986	28,199	
1987	35,923	
1988	31,725	
1989		
1990		
1991		
1992		

SOURCE: California State Board of Equalization

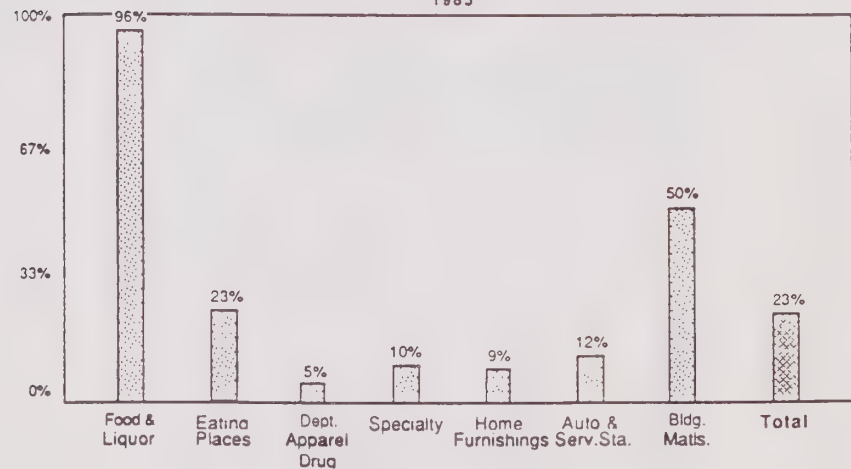
TAXABLE RETAIL SALES

City of Galt
1979-1985



RETAIL SALES PERFORMANCE ... BY TYPE OF STORE

CITY OF GALT
1985



However, the City is attracting less than one-quarter of the purchases made by the residents of its market area. Only food and liquor purchases are made mainly in Galt.

Type of Store	Average Annual Purchases /Household (Taxable \$)	Potential Purchases by Trade Area Res. (\$000's)	... Taxable Sales ...	
			At City Stores (\$000's)	As a % of Potential Purchases (%)
Food & Liquor	\$ 1,680	\$ 8.7	\$ 8.3	96%
Eating Places	1,720	8.9	2.1	23
Dept., Apparel, Drug	3,290	17.1	0.9	5
Specialty	2,140	11.1	1.1	10
Home Furnishing	840	4.4	0.4	9
Auto Dlr's & Serv Stns	4,640	24.1	2.9	12
Bldg Materials & Farm Implements	1,090	5.7	2.8	50
Total	\$15,400	\$79.9	\$18.5	23%

SOURCE: Cone, 1988

Central Business District

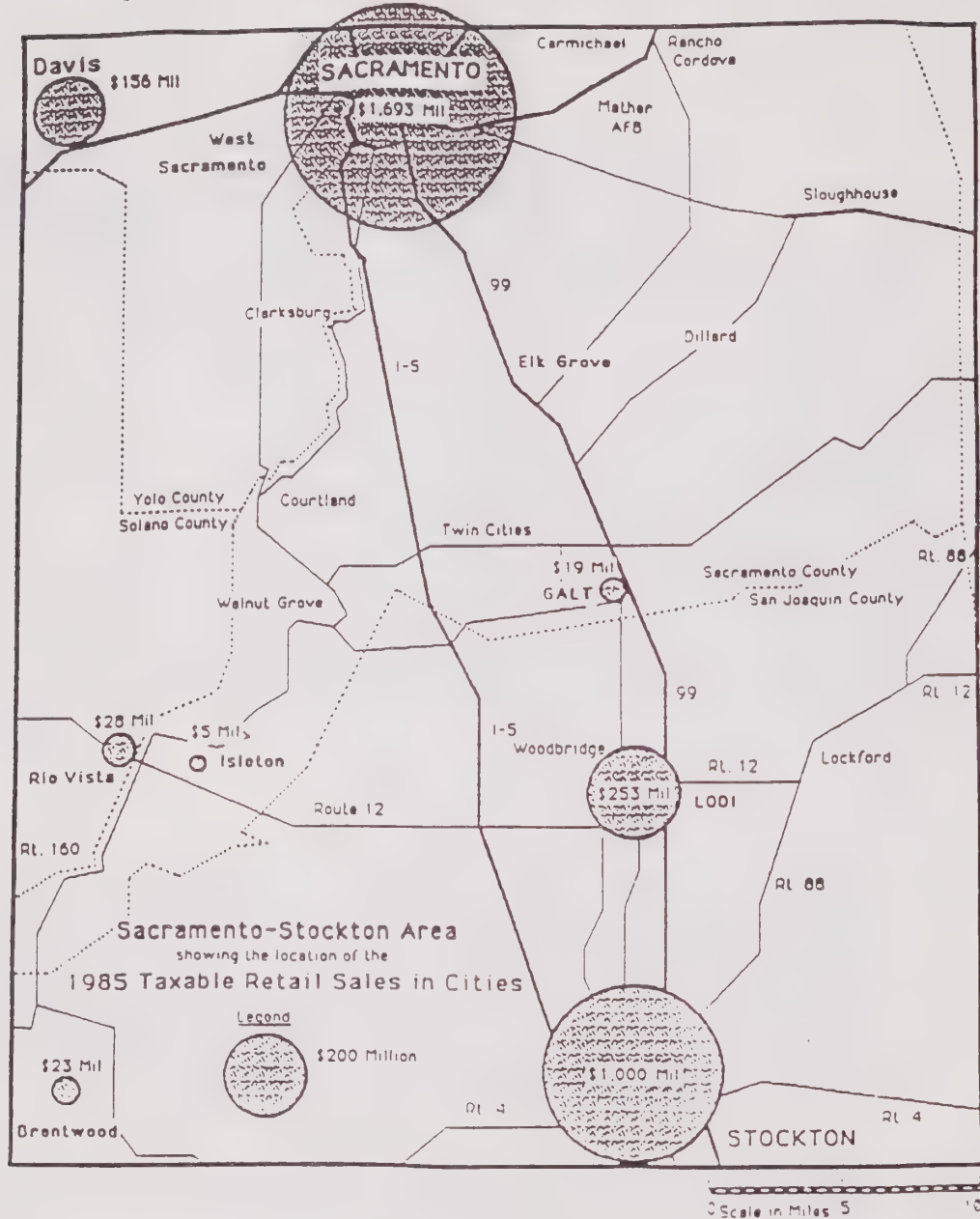
Because the City's Central Business District, the City's only significant shopping district is an older, outmoded center which is not competitive with the new, modern, larger, well designed centers in Lodi and Elk Grove, taxable retail sales in the City increased by only 11% between 1980 and 1985 while they increased by 60% in Sacramento County and 41% in San Joaquin County. Taxable retail sales declined by 15% between 1980 and 1983, then increased by 30% between 1983 and 1985.

Services. Office professional services and lodging have made up a minor portion of Galt's economy to date.

Industry. In 1987, the City of Galt had 13 manufacturing/industrial plants. The City has established an industrial park via the Redevelopment Agency which now houses Air Products and Stockton Plastics. Building Materials Distributors, Inc. has been the largest industry in the past, presently employing 90 people.

Jobs/Housing Balance. Currently the City has a ratio of jobs to employed residents of .93. A goal of 1.00 is recommended in the Housing Element.

Area Taxable Retail Sales

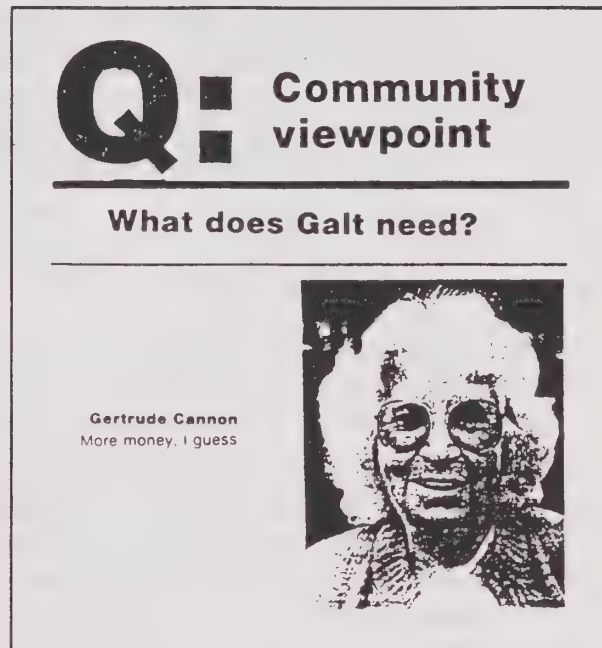


RETAIL STORES & SHOPS ... COMPARATIVE DATA
Selected Cities ... Sacramento & Stockton Area
1985

Cities	Taxable Retail Sales (\$000)	Outlets	House Holds	Average Sales/HH	Outlets/100 HH's	Avg. Sales /Outlet
Sacramento City	\$1,693,122	2,772	125,482	\$13,493	2.21	\$610,794
Folsom	\$82,163	177	4,722	\$17,400	3.75	\$464,198
GALT	\$18,502	61	2,113	\$8,756	2.89	\$303,311
Isleton	\$4,803	20	388	\$12,379	5.15	\$240,150
Remaindr. of Co.	\$3,250,237	3,977	202,066	\$16,085	1.97	\$817,258
Sacramento County	\$5,048,827	7,007	334,771	\$15,081	2.09	\$720,540
Lodi	\$252,552	503	15,943	\$15,841	3.15	\$502,091
Stockton	\$1,000,237	1,661	63,507	\$15,725	2.61	\$602,190
Brentwood	\$22,682	74	1,753	\$12,939	4.22	\$306,514
Rio Vista	\$27,674	55	1,407	\$19,669	3.91	\$503,164
Davis	\$155,696	277	15,661	\$9,804	1.74	\$562,079
TOTALS	\$6,507,668	9,577	433,362	\$15,017	2.21	\$679,510
State of California	\$135,901,495	246,878	9,320,963	\$14,580	2.65	\$550,480

POTENTIAL CONDITIONS

In developing an economic development strategy for the City, the existing economic situation as well as the market potential must be understood. The gap between the two is the area in which City policies and programs may have an impact. Galt's market potential and alternative policies to make up the gap are discussed in this section.



Retail

The Existing Conditions section notes that the City is not meeting its potential for retail sales. Nearly half of the residents' purchases are made in other communities. This is the key area that Galt could improve resulting in a better fiscal picture (via retail sales tax) and additional jobs. A number of optional strategies related to critical questions could be taken by the City:

How do we retain existing sales?

Option 1. No specific policy. This option would assume that any new retail growth will add vitality to Galt's economic outlook including that of existing businesses. The emphasis would be on attracting any new retail uses.

Option 2. Ensure that existing sales are not lost by unnecessary competition and build on existing retail base. This strategy is not necessarily tied to location of retail uses - they could be scattered or central. The goal would be to attract new retail uses which do not compete with existing uses. Implementation measures could include required market studies of proposed retail uses to demonstrate need within the City. In the short-term, this would not be a particularly restrictive strategy since Galt is lacking in a number of retail areas. The City has already utilized this strategy in limiting commercial development in the Northeast Area until the downtown shopping center is established. As a result, the economic policies of this Element utilize this strategy option. The Land Use Element also incorporates this strategy into the growth management/fiscal policies.

HOW CAN WE ATTRACT NEW RETAIL USES?

New retail uses will be attracted to the City as it grows and the market becomes strong. The City can choose to attempt to maximize attraction of new retail uses or take a hands-off approach.

Option 1. Allow retail to progress as market grows without City assistance. This option would rely on the Housing and Land Use Elements' balance of housing types goal to ensure a mix of income groups which will be attractive to retail developers. This option is considered the most feasible for the City at this time.

Option 2. Maximize capture of new retail potential. Active City participation in this area could include required commercial-residential mix in major new development areas. This is also an option discussed in the Housing and Land Use Elements. An economic development program could include City assistance in providing public facilities via application for State grants and fast tracking of development applications. Other possibilities include a City marketing program. Many cities with economic development programs hire coordinators or assign these duties to the City Manager. This option does not appear feasible at this time due to staffing restrictions but is a possibility at a future date.

**Central
Business
District (CBD)**

The question of whether or not to concentrate future commercial development in the CBD is also discussed in the Land Use Element. The options are:

Option 1. CBD to serve as Westside Neighborhood Commercial and Specialty Shopping. Many communities with older downtowns in competition with suburban shopping centers have decided not to compete but rather to fill a different niche. (Examples include Grass Valley and Roseville.) Specialty shops, antique stores and restaurants often do well in an older downtown setting. They are not dependent on the convenience factor that suburban malls offer. For this approach to succeed, strong City involvement in restoring the Old Downtown (4th Street) and providing aesthetic improvements and design control would still be necessary. This approach would recognize the fact that scattered retail centers are more likely to occur if not guided otherwise by the City and that the resulting revenue would bolster downtown renovation efforts. This strategy was not considered appropriate for Galt at this time during General Plan Committee discussions. The population base is not great enough to support solely specialty uses at this time.

Option 2. Strong central core via City participation. It is unlikely that a revitalized central commercial core will be possible without a coordinated program of land use controls on major community commercial uses outside the CBD, City assistance, and private initiative. Related land use decisions include the location of a shopping center on the Middle School site, retention of a downtown post office and significant west side development. Each of these tactics would help bring retail traffic downtown. City assistance could come in the form of land use controls, required market studies for retail development outside of the CBD, design control, and construction of sidewalk amenities. Expenditure of redevelopment funds and CDBG monies to upgrade the CBD could also play an important role. (These recommendations are also discussed in the Historic Element.) This strategy would expand on current City policy and was selected as the most appropriate during the general plan process.

**Professional
Office,
Service, and
Industrial
Uses**

Professional office, service, and industrial uses do not offer the fiscal benefits of retail sales tax revenue. In addition, these types of uses have typically located in more metropolitan areas. However, these uses are job generating and help create an income base for retail development to draw upon. This is particularly true of industrial uses. In both the case of offices and industry, the City will need to embark upon a strong economic development program to attract development. The City has the option of a concerted effort or less participation in attracting office and industrial uses.

Potential Purchases by Trade Area Households
Galt Trade Area
1985 - 1995

All Dollar Values are in 1985 Dollars

Type of Store	Sales Per Household	1985 (\$ Mil)	1990 (\$ Mil)	1995 (\$ Mil)
Totals	\$19,200	\$99.6	\$129.7	\$154.9
Food Stores	\$5,050	\$26.2	\$34.1	\$40.7
Drug Stores	\$680	\$3.5	\$4.6	\$5.5
Liquor Stores	\$170	\$.9	\$1.1	\$1.4
Service Stations	\$1,460	\$7.6	\$9.9	\$11.8
Eating Places	\$1,720	\$8.9	\$11.6	\$13.9
Department Stores	\$2,290	\$11.9	\$15.5	\$18.5
Apparel Stores	\$580	\$3.0	\$3.9	\$4.7
Specialty Stores	\$2,140	\$11.1	\$14.5	\$17.3
Home Furnishings	\$840	\$4.4	\$5.7	\$6.8
Building Materials	\$1,090	\$5.7	\$7.4	\$8.8
Auto Dealers	\$3,180	\$16.5	\$21.5	\$25.7
Housing Units		5,464	7,113	8,493
Households (5% Vacancy Rate)		5,190	6,757	8,068

SOURCE: Cone, 1988

Option 1. Moderate Level City participation. A moderate level of City participation could center around marketing the Galt Industrial Park and building on that success when it nears buildout. This approach is not aggressive and could result in loss of industrial lands needed to ensure a jobs/housing balance in the future.

Option 2. Required jobs/housing balance – active City participation in attracting Office/Industrial Uses. As discussed in the Land Use Element the City must encourage a jobs/housing balance. Without an adequate balance, housing could outpace jobs potentially committing land earmarked for industrial uses. In this case, loss of prime office/industrial land would be irreversible and a jobs/housing balance could be out of reach. In order to address this problem, the City could designate industrial land in areas of concern (for instance west of Highway 99 and north of the existing Galt Industrial Park where County decisions could commit potential industrial land to residential uses). The Land Use Element also suggests establishment of an Auto Center Zoning designation as one way to attempt to attract this type of use to the City.

Of course, merely designating land for office and industrial uses does not attract development. This approach would need to be supplemented by City programs. Attraction of a few key anchor firms would be effective in advertising Galt's attributes and in creating a high quality image. Creation of a coherent office/ industrial area with design control and visibility from Highway 99 would also assist.

This overall approach was selected by the General Plan Committee during discussions on the Land Use Element. The goal will be to infill the existing Galt Industrial Park reserve areas north of the Galt Industrial Park and around Crystallite Block for future industrial development. The Special Study overlay design will be utilized to essentially reserve the land. In addition, the Specific Plan overlay designation will be used to ensure quality design where industrial lands are visible from Highway 99.

ECONOMIC DEVELOPMENT ELEMENT POLICIES AND IMPLEMENTATION PROGRAMS

<u>Subject/Policies</u>	<u>Implementation Programs</u>	<u>Responsibility/Funding</u>	<u>Proposed Timing</u>
Retention of Existing Sales			
1. Allow new retail uses which do not compete negatively with existing uses.	1.* Require market studies commercial proposals if there is concern that negative competition may result. The SS (Special Study) designation can also be used on large undeveloped commercially designated lands when this is a concern. Market studies should be funded by the developer but contracted for by the City to ensure independent results.	1. Planning Department pre-application review and initial environmental studies should be used to identify need for studies Funding: Developer funded	1. Ongoing after adoption of General Plan
Attract New Retail Uses			
3.* Promote jobs-housing balance.	3.* In addition to market studies of commercial developments, market studies of large-scale residential developments should be required in part to identify the project's impact on the jobs/housing balance and City housing goals overall.	3. Planning Department pre-application review and initial environmental studies should be used to identify need for studies Funding: Developer funded	3. Ongoing after adoption of General Plan
Central Business District			
4.* Discourage major outlying commercial centers until the retail potential of the present Business District is fully realized and encourage redevelopment of the Galt Middle School property.	4.* Designate Commercial centers outside of downtown core as Special Study areas and require market studies demonstrating need and no impact to downtown business before removing Special Studies designation.	4. Planning Department pre-application review and initial environmental studies should be used to identify need for studies Funding: Developer funded	4. Ongoing after adoption of General Plan
Professional Office, Service and Industrial Uses			
5.* Policy of the City to require industrial location within the Galt Industrial Park until suitable sites are no longer available.	5.* Designate and zone Industrial areas outside Galt Industrial Park with a Special Study overlay.	5. Planning Department/ Planning Commission/ City Council	5. Until Galt Industrial Park is largely built out

Note: Asterisk (*) policies and programs duplicate those in the Land Use Element.

<u>Subject/Policies</u>	<u>Implementation Programs</u>	<u>Responsibility/Funding</u>	<u>Proposed Timing</u>
-- See Land Use Element for additional related policies --			
Auto Center Designation			
6.* Adequate Highway Commercial acreage should be designated which would allow for the establishment of an area in Galt where automobile dealerships, suppliers, and services can cluster their operations.	6.* Land Use Map. Commercial area south of Simmerhorn and east of Highway 99. Includes a special study overlay which requires that a market study be prepared to provide evidence of the need for additional commercial acreage at the time of application. A simple market study would point out the absence of any auto centers in Galt as justification for development.	6. Planning Department/ Planning Commission/ City Council	6. Will be accomplished with adoption of General Plan

Note: Asterisk (*) policies and programs duplicate those in the Land Use Element.



McEnery Ranch in 1980's

Aleecia Macias, Arcohe School

HOUSING ELEMENT

CITY OF GALT

HOUSING ELEMENT
1991-1996
Approved – March 17, 1992
Resolution 92-39
Amended – October 6, 1992
Resolution 92-177

Prepared by:

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★ ★ ★ ★ ★ ★ ★ ★

1990-91 Updated Housing Condition Program Recommendations

Also assisted by:

Housing Needs Assessment of Galt
Rural California Housing Corporation
February, 1991

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HOUSING ELEMENT

INTRODUCTION

The State of California requires that each city's general plan include a housing element. Housing elements must set forth a five year program to provide for the housing needs of the community. The program must do all of the following:

- "(1) Identify adequate sites which will be made available through appropriate zoning and development standards and with public services and facilities needed to facilitate and encourage the development of a variety of types of housing for all income levels, including rental housing, factory-built housing, mobile homes, emergency shelters and transitional housing in order to meet the community's housing goals ...
- "(2) Assist in the development of adequate housing to meet the needs of low- and moderate-income households.
- "(3) Address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing.
- "(4) Conserve and improve the condition of the existing affordable housing stock.
- "(5) Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, or color."

Section 65583, Article Housing Element Law 10.6

Housing elements must be updated at least every five years. The State Department of Housing and Community Development (HCD) has established an update schedule dividing localities into four groups. An update was required in 1985 and though Galt adopted a Housing Element in 1984 it was not reviewed by HCD. In May, 1990 a revised Housing Element was adopted by the City and certified as adequate by HCD. This edition of the Housing Element was revised in March, 1991 in order to meet the State mandated July 1, 1991 update. Galt's next required update completion is July 1, 1996.

Relationship to Previous Element

The City's 1984 Housing Element projected a need for an additional 1,060 housing units in 1986 over the 1980 existing units. This figure was not achieved. The 1986 estimated total number of housing units was 2,311

(+419 units). However, of primary importance is the type of units provided and the income group they provided for. The 1984 Housing Element targeted an increase in housing units affordable to moderate and above moderate income households. The City has made advances in this area. A majority of new units constructed have been small lot, single family homes in the \$70,000-\$100,000 price range which would provide for moderate and above moderate income households. After the 1984 Housing Element was adopted, SACOG prepared a new Housing Allocation Plan which targeted 63% of Galt's increased units to be affordable to moderate and above moderate households. However, it is estimated that approximately 75% of the new units since the beginning of 1984 through 1987 are in these affordability categories. Twenty-nine percent of the new units are estimated in the very low and low income affordability target group (compared to the 37% target). If this trend continues, Galt will eventually not meet its very low and low income housing allocation.

In 1984, the City adopted a number of policies geared toward specific housing problems. Specific concerns included housing condition west of the railroad tracks and the special housing needs of elderly and handicapped residents. Progress toward the implementation of these policies is discussed in the policy section of this element and throughout the text. However, in general, little progress has been made in many of the policy areas. An important exception is the expansion of the City's water and sewer systems to facilitate growth in the City which has been accomplished.

Public Participation

The 1990 General Plan questionnaire and General Plan Committee meetings (all conducted in 1989) identified a concern about the overall condition of older neighborhoods, a desire to maintain the supply of mid-cost housing, and the need for rental units as key housing issues. Efforts were made to include all segments of Galt's community in the 1990 update through use of the General Plan questionnaire, establishment of a General Plan Committee, contact with the Concilio, and numerous public hearings.

This 1991 updated Housing Element reports on progress in meeting housing goals over the past 1-2 years and attempts to identify new concerns and trends. A public workshop was held on April 11 to take input on these issues. Concerns centered largely around the lack of rentals affordable to lower income residents and the need to access available State and federal programs for low and moderate income housing. The positive aspects of the affordability of manufactured housing and second units was also discussed. It was noted that both are allowed within the City though few residents have used the opportunity.

POPULATION: PAST TRENDS

HISTORIC TRENDS

	Population	Total Gain (%)	Yearly Avg Gain (%)
1950	1,333		
1960	1,863	+39.8	+ 4.0
1970	3,200	+72.0	+ 7.2
1980	5,514	+42.0	+ 4.2
1987	7,244 ¹	+31.0	+ 4.4
1988	7,449 ¹	+ 2.8	+ 2.8
1989	7,872 ¹	+ 5.7	+ 5.7
1990	9,042 ¹	+19.4	+19.4
1991			

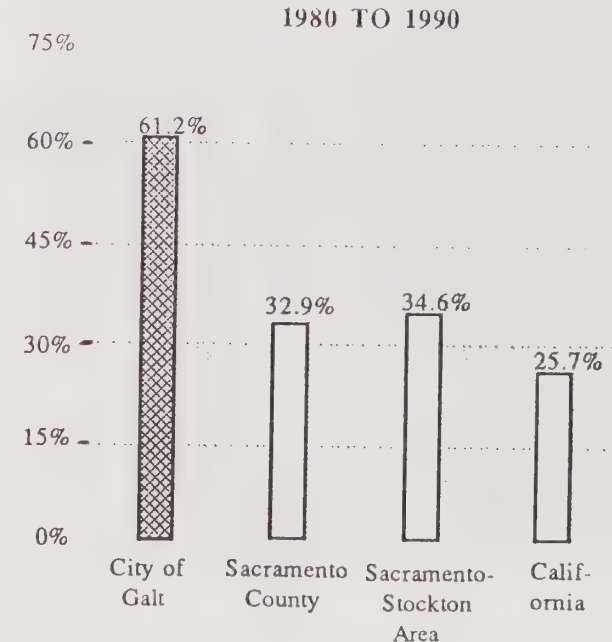
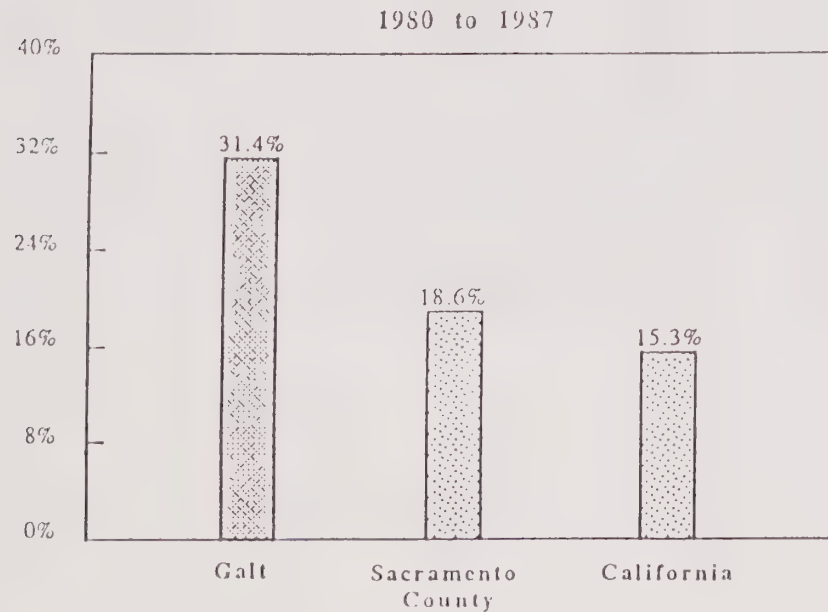
¹ Source: State Dept. of Finance. 322-4651

RECENT TRENDS COMPARED TO OTHER AREAS

Jurisdiction	1980	1987	1990	1991	Change Since 1990	1987
Folsom	11,003	19,246	29,802	33,307		73%
Manteca	24,925	37,125	40,773	41,500	1.8%	10%
Brentwood	4,434	6,101	7,060	8,250	15.5%	16%
GALT	5,514	7,244	8,889	9,402		30%
Lodi	35,221	45,794	51,874	52,500	1.2%	13%
Stockton	149,779	184,978	210,943	215,100	1.9%	14%
Sacramento	275,741	327,162	369,365	374,554		15%
Davis	36,640	41,320	46,209	47,000	1.7%	12%
Rio Vista	3,142	3,318	3,316	3,430	3.3%	-0.01%
Isleton	914	902	833	832		-1%
Sacramento County	783,381	928,747	1,041,219	1,066,840		15%
San Joaquin County	347,342	435,733	480,628	490,000	1.9%	10%
Sacramento-Stockton Area	1,130,723	1,364,480	1,521,847	1,556,840	2.2%	
State of California	23,668,049	27,292,349	29,760,021	30,351,000		9%

POPULATION GROWTH RATES

Source: State Department of Finance



Source: State Department of Finance

POPULATION AND EMPLOYMENT IN GALT

An understanding of the characteristics of existing households in the City is important in determining the City's current housing needs. In addition, trends can be determined which bear on future housing needs. This section discusses the characteristics of Galt's population including past growth rates, age groups, ethnic makeup, special needs households, income, and size of households.

Growth Trends

Historic Trends

The City has been growing at a moderate rate over the past thirty years. More recently, between 1980 and 1987 Galt's population has been growing substantially faster (31%) than the population of the Sacramento-Stockton area (21%) and between 1987 and 1990 23% versus 12% in the Sacramento-Stockton area.

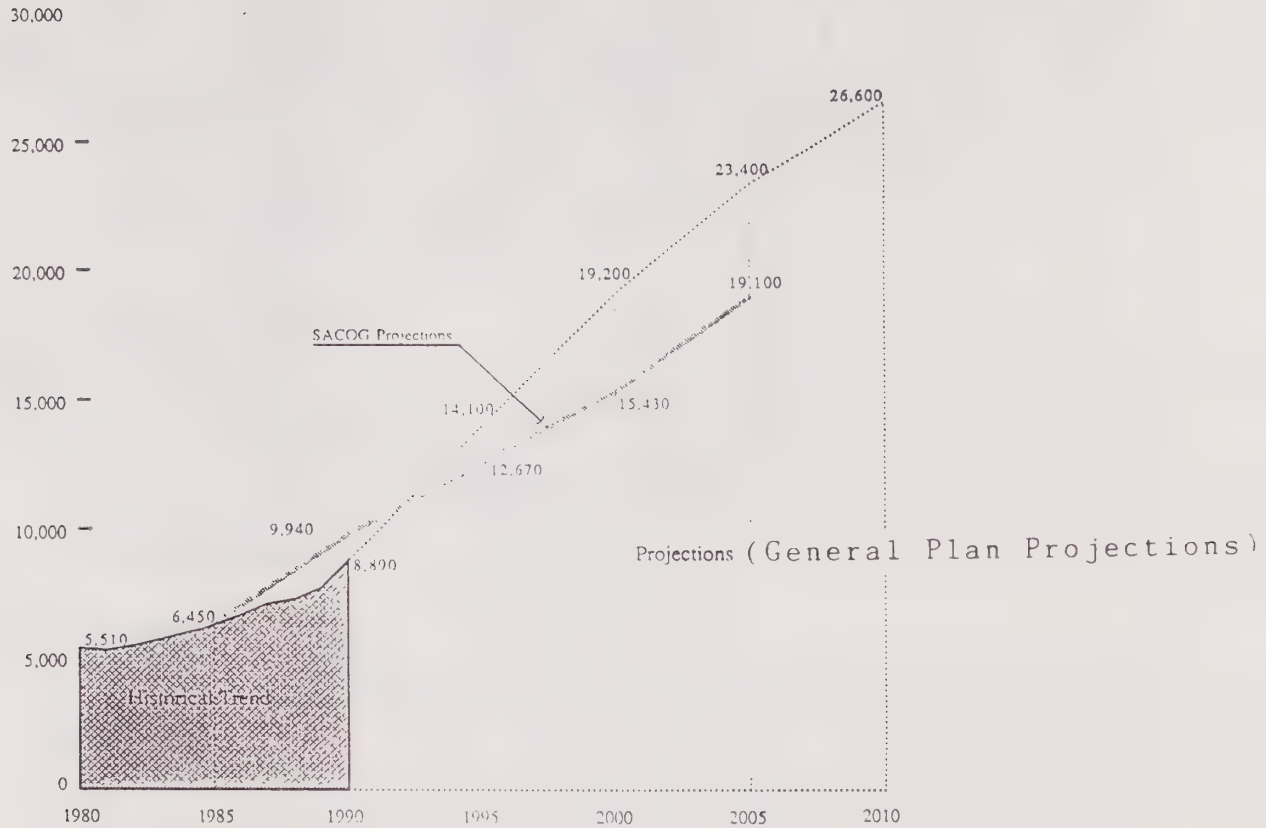
Projections

This rate is expected to increase over the next ten years due to overall population growth in the Sacramento area which will be partially absorbed by large areas newly annexed to the City.

Several different projections of the City's population have been made in recent years. These include the projection provided in the 1984 General Plan which anticipated a population of about 15,000 in the year 2000. Other projections included the trend projection based on the City's growth during the 1970-1985 period, and the projections prepared in conjunction with the preparation of the Specific Plan for the Northeast Area. These projections have been extended to the year 2010 suggesting a population of 23,370 in the Year 2005. This represents a 163% change between 1990 and 2005.

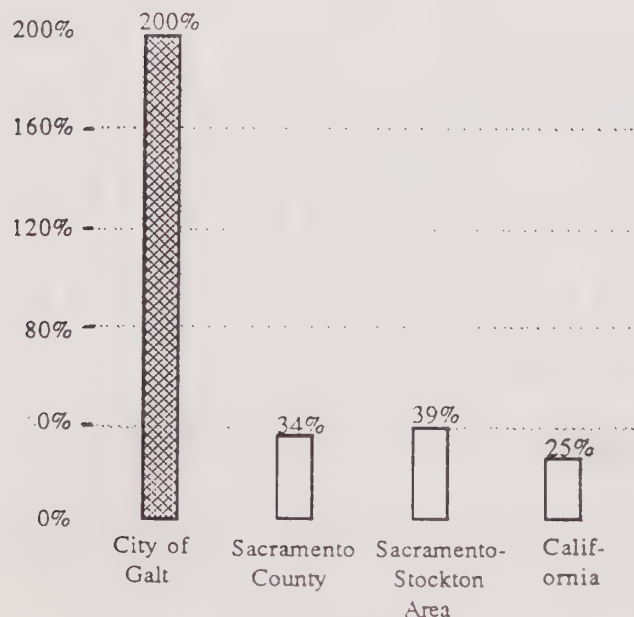
POPULATION TRENDS & PROJECTIONS

City of Galt
1980-2010



Source: Censuses, Department of Finance and SACOG. Projections by JWC
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PROJECTED POPULATION GROWTH 1990 TO 2010



Source: City of Galt ... see text.
Other: State Dept. of Finance

POPULATION PROJECTIONS

Year	1984 General Plan	SACOG Projections 1990 ³	Northeast Specific Plan	Adjusted 1990 General Plan Projections ⁴
1985	7,100	6,580 ²	6,450 ¹	
1989		7,615 ⁵		
1990	9,100	9,940	9,460	
1995	11,700	12,670	14,340	
1996		15,886 ⁶		
2000	15,000		19,350	19,180
2005 ²	19,100		23,500	23,370 ⁷
2010				26,640

¹ Actual

² From 1984 projections.

³ Source: SACOG HAP

⁴ Source: Cone, 1991

⁵ 2.93 Persons/Household

⁶ 2.96 Persons/Household

⁷ This projection is lower than the previous projection because 1990 actual population is lower than previous projection.

Employment Trends

In 1984, it was estimated that there were about 1,900 jobs in the City - an average of .93 jobs per household. A projection of the number of jobs the City could have in the year 2005 suggests the City could have over 7,000 jobs at that time, an average of .91 jobs per household. The projection is based on comparing the estimated amounts of employment in cities with current or projected populations in the 15,000 to 26,000 range, and the City's present employment characteristics largely service type industries as shown on page F-8. In general, the projection anticipates that the 'population serving' types of employment (retail sales, services, finance, utilities, local government, construction) will increase at a faster rate than the population (since the larger population can support a larger share of stores and services). Within the population serving group, local government is expected to have the lowest growth rate, while construction is projected to have the highest growth rate. The 'basic' types of employment, such as manufacturing, agriculture, state and federal government, or other types of agencies or companies which primarily sell their goods or services in other communities or are supported primarily by funds from other communities, are not expected to grow as fast as the population as shown on the graph on the page F-8.

However, it is in the 'basic' types of employment that an effective economic development program by the City can make the greatest contribution. At present, the ratio of manufacturing employment to households is estimated at about 13 jobs per 100 households in the City (up from the 1987 estimate of 11/100 households), while the ratio ranges from 2 to 30 or more in comparable communities. The City's ratio is ahead of Sacramento County (7), but below that of the State (23). Therefore, it is important that the City provide appropriate locations and facilities for these types of uses by providing appropriate office and industrial parks.

Employed Residents

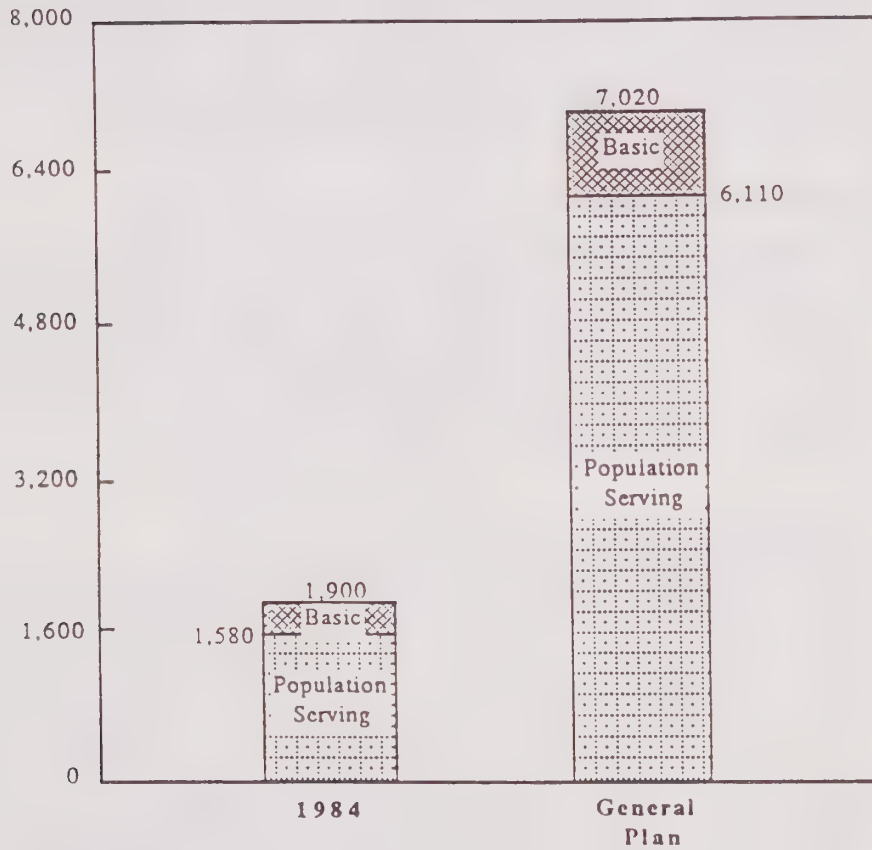
In 1980, the Census reported that the City had 1,864 employed residents, an average of 1.0 per household. By comparison, the County average was 1.16 and the State average was 1.26. Since 1980, the average has been increasing. In 2005, it is projected that the City will have about 1.3 employed residents per household which means that it could have a total of about 10,300 employed residents at that time.

Commuting

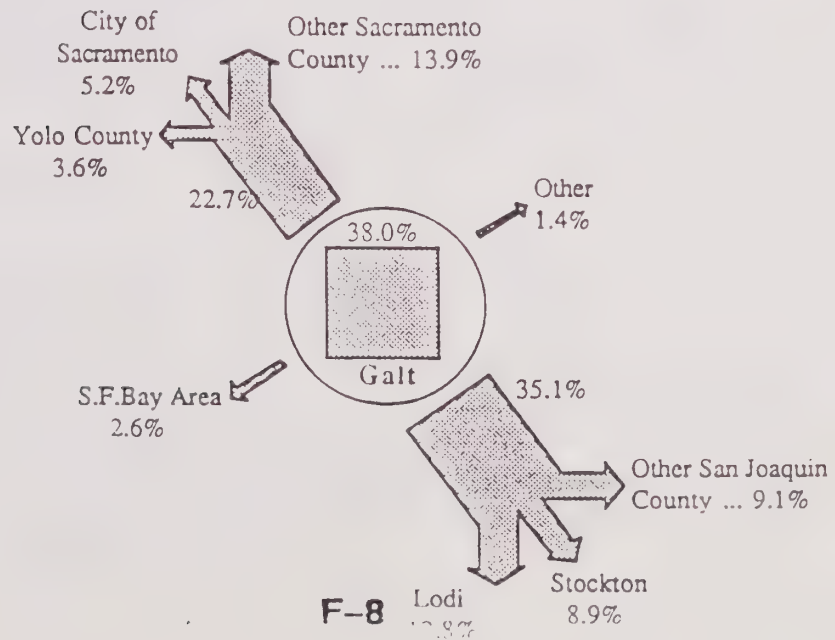
Of the City's employed residents in 1980 who reported where they worked, 38% worked in the City while 23% worked in Sacramento and Yolo Counties to the north, 35% worked in San Joaquin County to the south, and 4% worked elsewhere as shown on the following page. While the commuting situation in 2005 is difficult to project because of the many variables involved, it is useful to speculate. Assuming that the proportion of employed residents who hold local jobs remains the same (38%) and that their commuting pattern continues, in the year 2005, 3,900 of the City's employed residents would work in the community, while about 2,400 would commute northward to Sacramento and Yolo counties, 3,600 would commute southward to San Joaquin County, and 400 would commute elsewhere - primarily the San Francisco Bay Region. The number of local jobs held by people living in other communities would be about 3,100.

EMPLOYMENT & COMMUTING City of Galt - Selected Dates

CURRENT & PROJECTED EMPLOYMENT



COMMUTING PATTERN ... 1980



LOCAL EMPLOYMENT
City of Galt
February 1991

Type of Employment	Est. Number of Local Jobs	Sacramento County Employment 1988	Local Emp. as % of Sacto. County
TOTALS	3,380	558,665	0.61%
Agriculture and other resources.	200	10,510	1.90%
Construction	360	31,512	1.14%
Manufacturing	400	29,292	1.37%
Transpn-Commun- ications-Utilities	200	19,571	1.02%
Wholesale Trade	180	23,233	0.77%
Retail Trade	450	92,720	0.49%
Finance-Insure-RE	90	48,996	0.18%
Services	460	136,508	0.34%
Local Government	240	47,500	0.51%
State Government	0	78,600	0.00%
Federal Government	800	27,961	2.86%
Military	0	12,262	0.00%
Population	8,791 ¹	1,026,769 ¹	0.86%
Households	2,890 ¹	396,637 ¹	0.73%
Housing Units	3,026 ¹	419,288 ¹	0.72%

Sources: Sacramento County employment: Bureau of Economic Analysis
Local employment estimates are based on data from the 1987 Census of
Business, 1980 Census, Volume of construction, and other factors.

File Ref: \Projects\Galt Housing\Local Emp Galt ... 4/19/91 14:23

NOTE ON METHODOLOGY: Estimates were made through combining 1987 Census of Business data and 1988 Bureau of Economic Analysis data updated to 1990 estimates using quarterly Employment Development Department data applied to Galt via a percentage of County method.

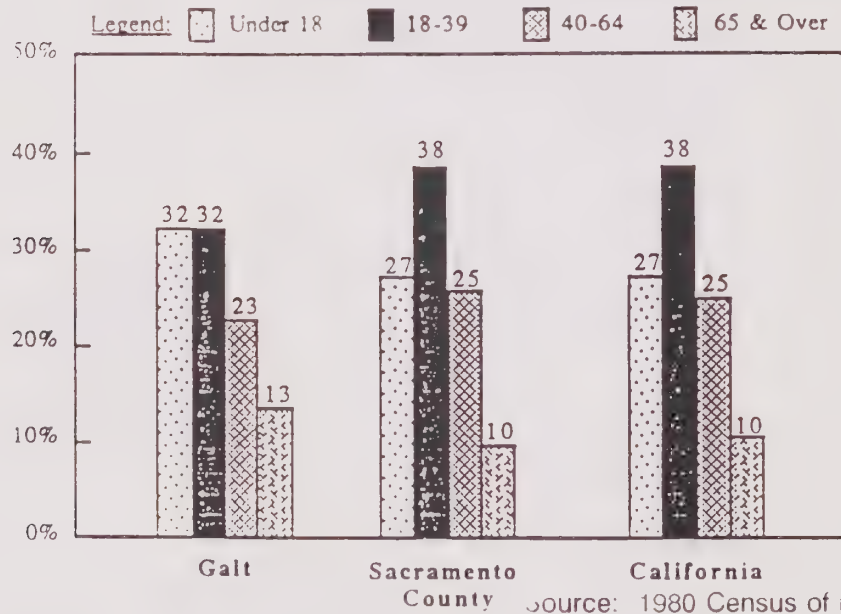
¹ January, 1990 Dept. of Finance projections based on preliminary 1990 Census data were used here which are lower than the final January 1, 1991 estimates (Galt pop: 9402) which were not available at the time.

CHARACTERISTICS OF GALT'S POPULATION

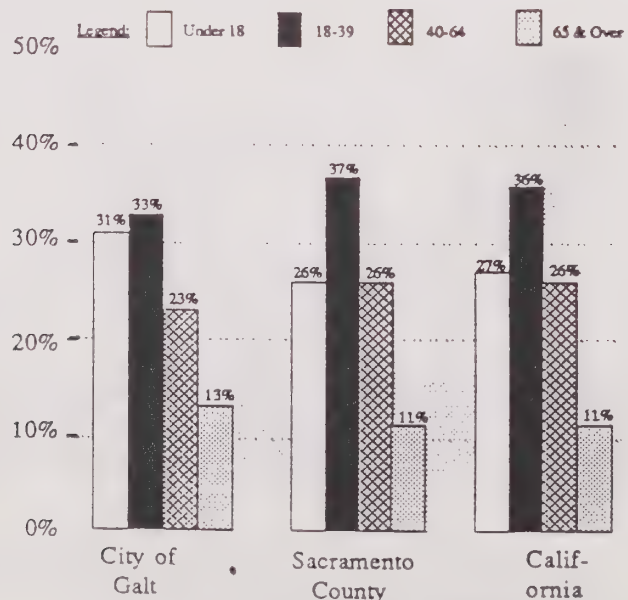
Age of Population

The median age in Galt in 1990 was 28.9, a year younger than the County and State averages. The City has a significantly greater percentage of children and lesser numbers of 18 to 39 year olds than the State and County averages. The small 18-39 age group may be indicative of a job shortage in the City. The under age 18 group has fallen 1% since 1980; the 18-39 group has increased by 1%. The large number of young children is probably a result of the large stock of low to moderate income affordable single-family homes in the City. The large percentage of residents in each of these age groups has planning implications in the area of economic development and school expansion.

AGE GROUPS ... PERCENT OF TOTAL POPULATION - 1980



AGE GROUPS ... PERCENT OF TOTAL POPULATION ... 1990



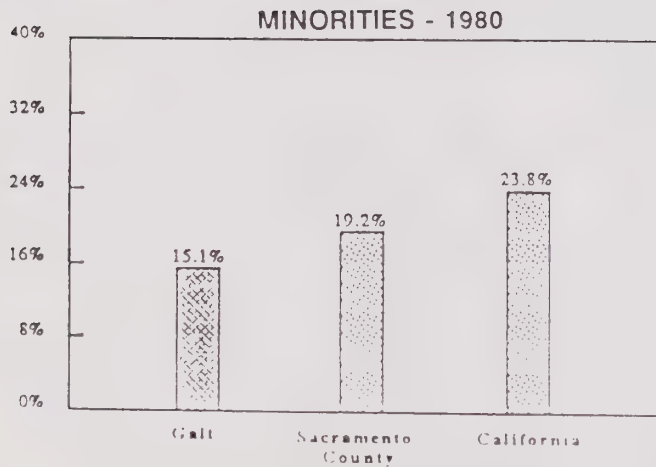
Ethnic Population

The most numerous ethnic group in the City in 1979 was Hispanics - 19.8% of the City's population. This figure rose almost 5% to 24.6% in 1990, similar to the State average. Galt has significantly fewer Blacks as a percentage of the population than the State average (0.5% to 7.0%).

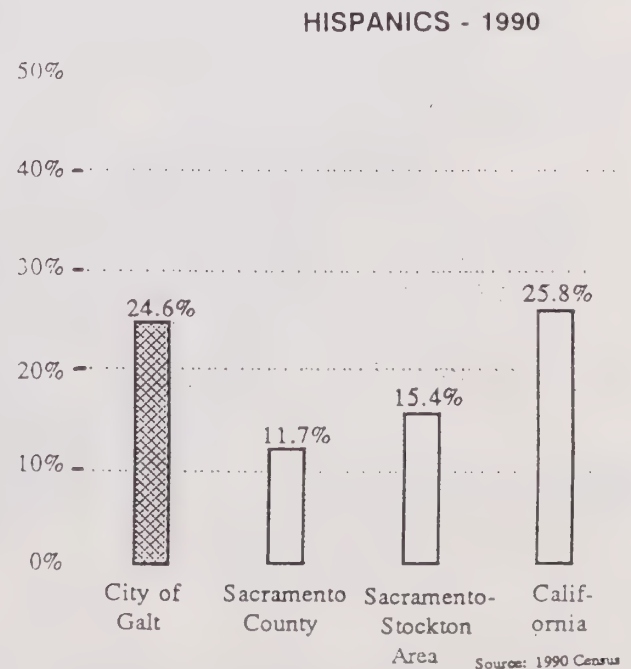
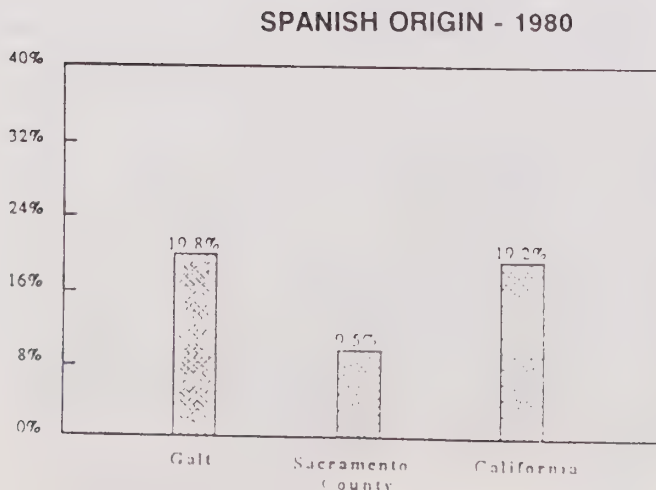
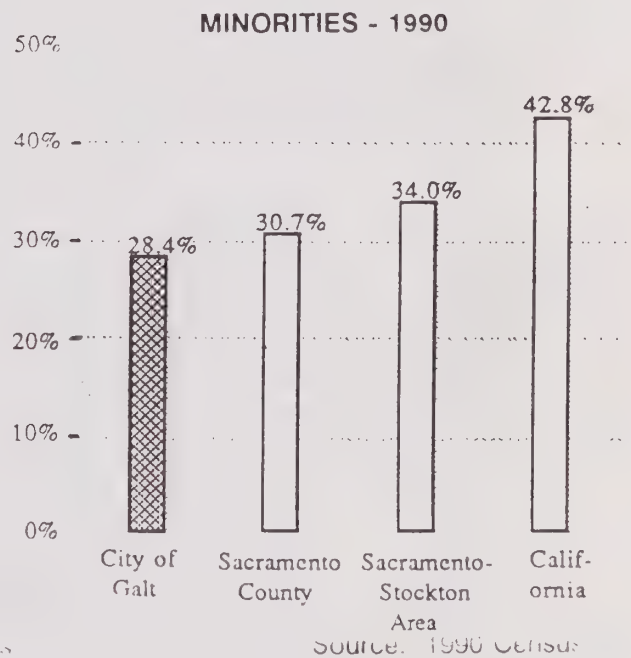
ETHNIC POPULATION

	....City Total....		....City %....		..... State Percent	
	1979	1990	1979	1990	1979	1990
White	4,208	6,368	76.3	71.6	66.6	57.2%
Hispanic	1,091	2,187	19.8	24.6	19.2	25.8%
Black	12	47	.22	.5	7.5	7.0%
Other	16	19	3.7	.2	8.6	.2%
	5,514					

SOURCES: 1980 Census, STF 4,
1990 U.S. Census



SOURCE: 1980 U.S. Census



HOUSEHOLD CHARACTERISTICS/ SPECIAL NEEDS HOUSEHOLDS

Size and Number of Households

The City had 2,391 households in 1987 with an average household size of 3.02. This has decreased in 1990 to 2.99 persons/household.

SIZE AND NUMBER OF HOUSEHOLDS Galt Households

	1970	1980	1987 ¹	Can be updated yearly in June ¹		
				1988	1989	1990
Households	982	1857	2391	2458	2599	3144
Population	3200	5514	7244	7445	7872	9402
Av. Size of Hshlds	3.26	2.97	3.02	3.03	2.93	2.99

¹/SOURCE: California State Dept. of Finance. 322-4651.

Elderly Households

At the 1980 U.S. Census, 22.8% of the City's households included one person older than age 65. The largest concentrations of elderly households are in EDs 8T and 8U, areas which include a number of mobile home parks. Most of the elderly householders are homeowners (69.8%) which generally ensures that their housing costs will not rise.

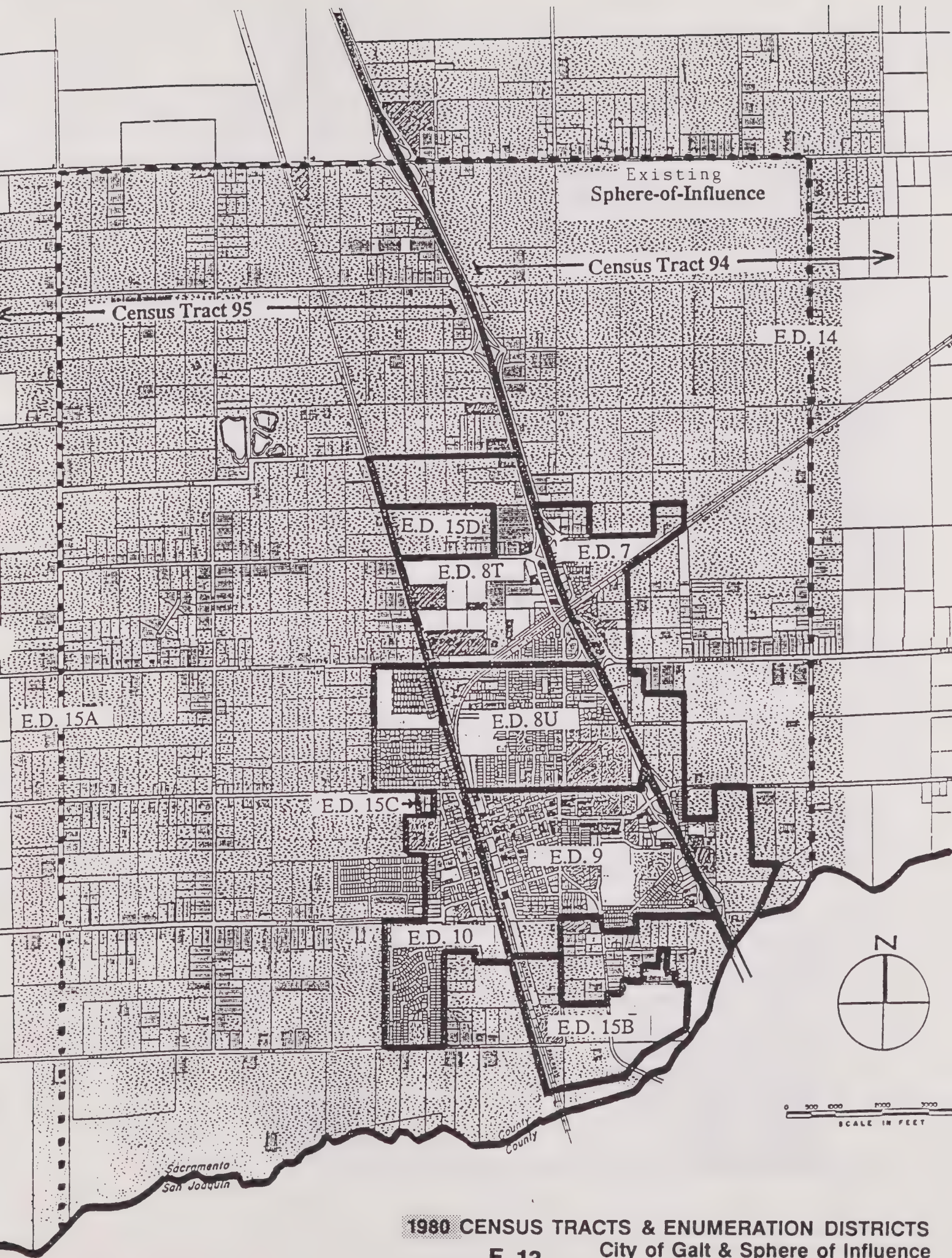
New data is not yet available from the 1990 Census. However, the 1990 Rural California Housing Corporation Housing Condition report commissioned by the City notes that within the Downtown Study Area, 18% of all households are headed by elderly (+62 years) persons.

GALT ELDERLY HOUSEHOLDS Households with 1 or More Persons Age 65+

	Owner	Renter	Total	Percent of Total Elderly Households
ED 7 (East)	5	4	9	2.1%
ED 8T (North)	115	13	128	30.2%
ED 8U (Central)	85	64	149	35.1%
ED 9 (CBD So)	58	31	89	21.0%
ED 10 (West)	33	16	49	11.6%
City Total	296 (69.8%)	128 (30.2%)	424	*

* 22.8% of all households in Galt have at least one person over 65 years old.

SOURCE: 1980 U.S. Census, STF1.



The 30% of elderly households who rent are of particular concern since their housing costs are not fixed. This is underscored by the fact that 6.5% of all elderly households are below the poverty level and 21.4% are between 100%+ 124% of poverty level (1980 U.S. Census STF4). Relatively fixed low rents in units which are small in size and do not require a great deal of maintenance are needed by this group. Living situations where neighbors can watch out for elderly tenants and ground floor or handicapped accessible units are most beneficial. Single room occupying units, granny flats, and mobile home parks all fit this category and should be encouraged within the City.

Elderly homeowners enjoy fixed housing payments and are not in the same need category as renters. However, often elderly homeowners are faced with an inability to maintain their homes due to costs or immobility. In addition, they are often living in homes which are too large or unsuitable for their changing needs. Shared living arrangements or the construction of granny units can create opportunities for rental income as well as caretaking assistance for elderly homeowners. In addition, the provision of alternative living arrangements such as care homes (which are common in the Galt area) and mobile home parks enables elderly residents to sell or rent their homes and move to a more suitable living situation without leaving Galt. The City should continue to encourage these forms of housing.

Female Headed Families

The number of families headed by women has implications in needs for child care, recreation programs, and other social services. In 1979, 15.7% of the City's families were headed by females and 37.5% of these families were living below the poverty level. This is a disproportionate number - only 14.1% of all families in Galt had incomes below the poverty level in 1979. The largest percentage of the City's female headed families lived in ED 8U (Central Galt).

No 1990 Census data on this subject is available yet. However, the Rural California Housing Corporation housing condition report commissioned by the City in 1990 noted that 20% of all households in the Downtown Study Area are headed by females.

FEMALE HEADED FAMILIES

Category	Above Poverty Level	Below Poverty Level	Total	Below Poverty As % of Total Female Families
W/Children Under 18	109	86	195	37.5%
W/O Children Under 18	34	-0-	34	-0-
Total	143	86	229	37.5%
(1456 total families in City)				

SOURCE: 1980 U.S. Census, STF3.

**FEMALE HEADED HOUSEHOLDS WITH
CHILDREN BY LOCATION IN CITY**

**% of Total Female
Households In City**

ED 7 (East)	17	3.6%
ED 8T (North)	83	17.7%
ED 8U (Central)	169	36.0%
ED 9 (CBD So)	122	26.0%
ED 10 (West)	78	16.6%

City Total 469

SOURCE: 1980 U.S. Census, STF1.

Note: The two previous charts differ in total numbers because families vs households are used.

A number of programs exist to either directly or indirectly assist female-headed households including the Concilio bus system, the WIC program, and the Energy Assistance program.

In general, the special needs of low income female-headed households include income assistance, low fixed rents, and affordable child care. The City can best assist in meeting these needs by continuing to meet its fair share housing allocation and encouraging the creation of family day care centers.

**Handicapped
Persons**

The number of handicapped persons in a city has a bearing on the need for certain social services and specialized handicapped access facilities. In 1979 Galt had a total of 534 disabled persons (9.6% of the population); 191 persons (3.4%) were prevented from working because of their disability and 166 (2.9%) were not able to use conventional public transportation due to their physical disability; 144 persons (2.6%) were institutionalized in the City (most in rest homes for the elderly) which was double the State average.

Galt is unusual for a small city in that it does have a number of services for the handicapped including the Galt Transportation bus system which is handicapped accessible. The system takes residents to Sacramento five days a week. One stop is the Short Center in Sacramento which is an educational and work center for the handicapped and retarded. The Galt Helping Center on Pine Street is a County funded outpatient mental clinic. The Activity Center at 4th and C is a County contracted resocialization center for the mentally ill. The City should continue to support and encourage these types of programs in Galt which distinguish Galt as a caring community.

THE HANDICAPPED IN GALT

	Number	Galt Percent	State Percent
Handicapped Persons^{1/}			
Institutionalized Persons	144	2.6%	1.3 %
With Work Disability	343	6.2%	8.4 %
Prevented from Working	191	3.4%	4.3 %
Public Transportation Disability^{1/}			
Ages 16-64	76	1.3%	1.72%
Ages 65 +	90	1.6%	14.4%
Persons Living in Group Quarters^{3/}		% of Pop	
Inmates of Mental Hospitals	11	> 2.6%	
Inmates of Home for Aged	133		

^{1/} SOURCE: 1980 U.S. Census, STF 3, p. 2.

^{2/} SOURCE: State Department of Rehabilitation. 322-8500.

^{3/} SOURCE: 1980 U.S. Census.

Large Households

The number of large households in the City has a bearing on the need for larger housing units. The average household size in Galt has been falling (from 3.03 in 1988 to 2.99 in 1990) but is still slightly larger than the State average; 7.6% percent of the City's households in 1979 had over five persons in the household. A large group of young families and a tendency in general for young, growing families to locate in Galt can be inferred from this data. There will continue to be a need for "family-sized" affordable housing in the City.

LARGE HOUSEHOLDS

	Total	Renter
Households with 5+ persons (6.6% of total households)	141	16 (11.3% of 5+ Total)
SOURCE: SACOG Characteristics of Persons, Galt, Item #14		
Average Size of Household		
	<u>Galt</u>	<u>Sacramento Co.</u> <u>California</u>
1980	2.97	2.56 2.68
1986	3.02	2.55 2.73
1987	3.02	2.53 2.73
1988	3.03	2.51 2.78
1989	2.95	2.53 2.72
1990	2.99	2.58 2.73

Can be updated
yearly in June w/State
Dept of Finance data
322-4651.

The discussion of overcrowded living units later in this Element notes that the existing situation for large households is not critical with regards to owner-occupied homes, but certain areas have a high percentage of overcrowded rentals. Only 17% of all rentals in the City in 1979 had 3 or more bedrooms (1980 U.S. Census STF4). The City needs to encourage both family-sized affordable homes (3+ bedrooms) to purchase as well as to rent. The use of federal and State programs, incentives to developers, and Redevelopment Agency programs are all possibilities which are discussed in the Policies and Implementation Programs Section.

A related issue is the availability of day care facilities. There is one State funded day care center in the City. The Concilio noted in its 10/89 letter that many AFDC mothers cannot participate in the GAIN job program because of lack of affordable day care.

Homeless Persons

State law requires that housing elements discuss the homeless. Unfortunately, it is difficult to determine numbers of homeless persons; this group tends to fall between the cracks of most agencies which collect data on households. In addition, the homeless are generally transient and their numbers fluctuate in any one area.

Finally, two to three people per day go to the Concilio requesting housing. However, most of these people are staying with others in the Galt area and are not on the street. The Galt Concilio receives a small grant yearly from the Federal Emergency Management Agency for food and energy assistance. A grant was not received in 1990. The 1989 grant for \$4,491 was given to a central agency in Sacramento (Traveller's Aid, 443-1719). This program continues in 1991. Homeless persons are referred to this agency. Local donations have also provided for gas vouchers and food. Many of these people were passing through Galt via Highway 99 when their funds ran out. The Concilio provided this service to 500 people in 1986 which gives an idea of the magnitude of the problem in Galt and along the Highway 99 corridor. This local program enables persons with cars to continue job searches locally or to continue on to original destinations out of town. Another grant was received by the Concilio in 1989 for \$10,000 for housing assistance. It was used for rent/mortgage payment assistance to keep families from becoming homeless. This program continues in 1991 funded by FEMA as well as a \$17,000 SETA grant.

There are no temporary shelters in Galt but there is a Quality 6 Inn (motel). The housing voucher program no longer issues vouchers but rather checks or cash. As a result, all of the rooms are available to any persons using this program. (The voucher system was unpopular with motel owners because of the lengthy reimbursement time frame.)

In summary, though there appears to be a homeless problem in Galt, it is impossible to quantify because the agencies do not keep these statistics. As a result, it is also impossible to breakdown the homeless population by sex or family status. However, there does appear to be a problem and because the key emergency housing assistance program (the AFDC vouchers) is not administered in Galt it is difficult for residents of Galt to use the program. A homeless person would have to drive to Sacramento to request aid and then hand carry an application from the Franklin office to the downtown office to get a motel check cut. The City should request that their program be brought back to Galt. In Galt, two problems seem to exist:

- (1) Persons passing through Galt on Highway 99 when their funds run out, and
- (2) Persons who lose their rental housing for various reasons.

In the past, the Concilio has administered the temporary housing voucher program. However, this program is now administered by the Sacramento County Welfare Department in Franklin. However, statistics are not kept on where the applicants originated from.

Other emergency shelter programs are also administered by the County Welfare Department out of Sacramento. They are either allocated beds in a shelter or given vouchers for beds and food. The program specialist conducted during preparation of this discussion stated that not many people in Galt take advantage of this type of aid.

The City can further assist the homeless by allowing temporary shelter in City structures during dangerous cold snaps, continuing to support the Concilio, and allowing single-room occupancy establishments and transitional housing situations where safety can be assured. It should be noted that the Concilio's grant funding is constantly in a state of flux based on State and Federal budgets and local funding could help alleviate some of this problem. (The Historic Element notes that historic commercial structures downtown should not be used for this purpose for safety reasons.)

Farm Workers

Throughout the Central Valley, the constantly shifting farm worker population is large. These households have special housing needs which are largely unmet in most communities. Non-migrant farm workers also have special housing needs due to low average incomes. The 1983 "Profile of California Farmworkers" prepared by the University of California noted that:

- Most California farmworkers are immigrants
- Farmworkers earn an average of \$5/hour, but frequent spells of unemployment hold average annual earnings to \$4,200

- Harvest work is a 10-15 year job and not a career for most farmworkers

Because of the abundance and type of agriculture requiring work throughout the year in the Sacramento Valley-Northern San Joaquin Valley area, many of the farmworkers in the Galt area are not migrant. It is estimated that in 1987 there were approximately 800 farmworkers in the Galt area who are not migrant (Vince Chulias, Employment Development Department). Major local crops or production tasks which create nearly year-round work include:

- Tomato canning (Thornton)
- Local dairies (most dairy workers live at the dairy and are needed year round)
- Field corn
- Rice (to west and north of Galt)
- Pears (includes picking and pruning)
- Grapes (picking and pruning)

Within City limits, the 1980 U.S. Census listed 126 persons in Galt employed in agriculture and related industries. This represents 6.8% of all employed Galt residents over age 18. The largest numbers in this category live in EDs 8U, 9, and 10, which are the older sections of the City. These areas do still include some farm land on which owners could live and may be included in the figures though their numbers would be relatively small. Many of these families live in the vicinity of Cindy Lane, Oberlin, Rossi, Elm, A, B, C, and Fifth Streets and on ranches along New Hope Road.

While 1990 Census data on this subject is not available yet, the Rural California Housing Corporation study commissioned by the City in 1990 noted that 14% of all households in the Downtown Study Area are headed by farmworkers.

**GALT RESIDENTS EMPLOYED IN
AGRICULTURE, FORESTRY, FISHERIES, MINING**

	1979
ED 7 (East)	13
8T (North)	11
8U (Central)	41
9 (CBD So)	32
10 (West)	29
<hr/>	
126/1857 Total Employed = (6.8%)	

SOURCE: 1980 U.S. Census. STF 3A, #65.

Mr. Chulias estimates that 200-300 migrant workers pass through the Galt area yearly and many are single males. Countywide, about half of all farmworkers are migrant ("Profile of California Farmworkers", U.C. Berkeley,

1986). A federally funded migrant education program operates within the Galt schools and the fluctuating number of students is further evidence of the numbers of migrant farm workers who come through Galt. Students vary between 170 and 200 in the program depending on the season. Thus, the overall fluctuation is only approximately 30 students. However, all of the 85 families in the program are considered migrant since they have moved to the area within the past six years or have migrated and returned during this period.

Some migrant workers may find temporary housing in Galt. Most migrant workers, however, are housed in labor camps or on individual ranches during harvest season. It is typical for these migrant farmworker families to follow California harvests during the summer months and even to travel to Texas and Mexico harvests during the winter. During these periods families often live in labor camps. Labor camps nearby include those in Colusa and Dixon. In Dixon, camp housing costs \$1 per day in converted barracks. The new Harney Lane Camp in Stockton has recently been opened at a cost of \$3-4/day. Families often give up housing in Galt or sublet their housing during their absence to take advantage of this low cost housing.

It can be difficult for farmworker families to find housing in Galt often due to the language barrier and a lack of knowledge of housing programs available. The migrant education program is the only farm worker outreach program in Galt. Families are visited monthly and often are initially taken to the County Welfare Department for other types of assistance including housing. The City can assist in ensuring that housing is available for farmworkers by continuing to ensure that it is meeting its fair share housing allocation, encouraging the construction of both large family rentals and single room occupancy establishments (to address the single, male migrant numbers) and continuing to support the Concilio programs.

Special Needs Households - A Summary

A major part of a city's role in ensuring that adequate housing is available to all residents is to preclude barriers to those who are not normally provided for by the private housing industry. Generally, these people are constrained by the housing market because of low income, but often simply their special characteristics make housing suitable to their needs unavailable. These households must settle for less or over-pay for housing.

The largest group of special needs households in Galt are low income, elderly households (particularly renters) and families headed by females living under the poverty level. The needs of both of these groups are very different but they have in common the need for relatively fixed low rents. Low income renters in general can be considered special needs households also since

a large percentage (approximately 60%) of all very low and low income renter households are overpaying for housing. Home ownership is probably not an option for any of the households noted above. For this reason, the City would best assist these special needs households by working towards maintaining its existing lower cost rental housing and encouraging developers to construct new low and very low income rental housing.

Other special needs households noted in this section included large families, households with handicapped members, farm workers, and the homeless. The most feasible method of ensuring that "family-size" homes are available in Galt in the future would be to encourage new housing development proposals to include a mix of housing sizes. A balance of housing types is important to ensuring that all segments of the community are housed. In Galt, this could include areas zoned for single room occupancy units, granny flats, and mobile homes, all of which would assist in providing for the special needs households identified.

The other special needs households noted are currently assisted by well developed programs organized or funded by the Galt Concilio and various County agencies. These include the Concilio bus system, the Concilio Shelter Program, the Women-Infants and Children Program, the Energy Assistance Program, and the Galt Activity Center. In a number of sections, the success of the Galt Concilio programs was discussed. The Concilio provides numerous programs which are often not available in cities the size of Galt. The City should continue to support and expand its support of the Concilio programs. Other programs that were mentioned as possibilities in this section include encouragement of family day care centers (to assist female-headed households), use of federal and State programs, and use of the City Redevelopment Agency.

State law requires a description of how the Redevelopment Agency uses moneys within its Low and Moderate Income Housing Fund in the Housing Element (20% of the increment must be earmarked to this fund, or, currently \$60-100,000/yr). In Galt, this description should be updated yearly during the annual Housing Element progress report. It is recommended that prior to adoption of this updated 1991 Element, the Redevelopment Agency should meet to create this year's description. The Rural California Housing Corporation study commissioned by the City recommended the use of housing fund moneys to assist in funding at least a portion of salary/administrative costs for a housing coordinator to administer a Housing Rehabilitation program. These programs are discussed further in the Policies and Implementation Programs section of this Element.

GALT'S HOUSING STOCK AND HOUSING MARKET CHARACTERISTICS

Regional Housing Compared to Galt

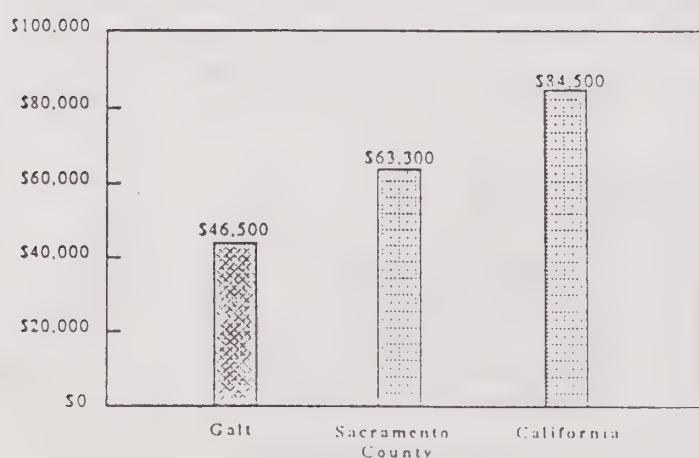
Galt is located on the periphery of the Sacramento housing market area but has always been somewhat distinct from the rest of the market area because of its location and significantly lower housing costs. The average assessed value of houses in the City in 1990 according to the State Controller was \$60,200 compared to \$87,900 in Sacramento, one of the lowest averages in the region. However, this is up 11% since 1988.

COMPARATIVE AVERAGE HOUSING UNIT ASSESSED VALUATION

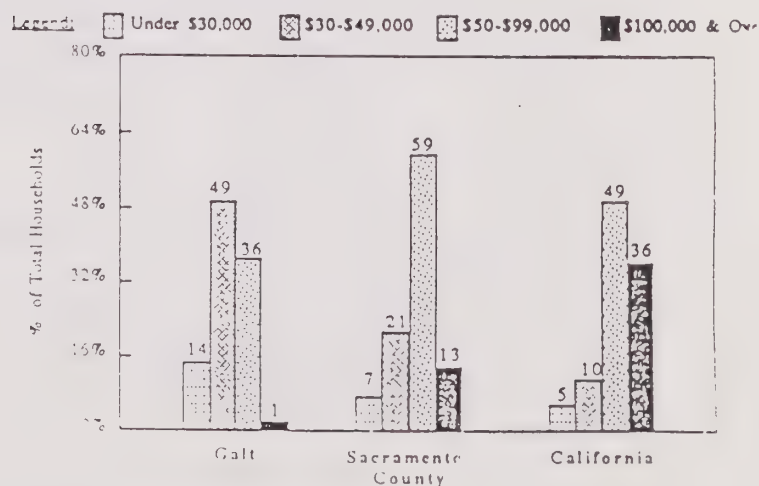
	Can be Updated Yearly				
	1985/86	1986/87	1987/88	1988/89	1989/90
Galt	\$43,976	\$42,057	\$54,100	\$57,327	\$60,272
Davis	65,146	65,089	68,994	68,920	75,154
Sacramento	67,710	68,303	72,408	74,791	81,338
Stockton	68,154	64,981	69,231	71,146	76,192
Isleton	35,689	34,351	36,519	32,767	36,906
Rio Vista	78,704	72,211	78,159	63,548	68,853
Brentwood	61,210	69,051	76,246	78,578	93,666
Folsom	161,332	106,324	125,055	137,140	150,644

SOURCE: Annual State Controller's City Report

MEDIAN VALUE



PRICE VALUATION GROUPS



Source: 1980 Census of Population

Galt's Housing Stock

Galt's existing housing stock is one of its greatest resources. In 1979, the City had a total of 1,995 housing units (1,861 occupied) according to the U.S. Census. This has risen to 2,980 in 1990 (SACOG). (These numbers are slightly different than the Department of Finance figures SACOG uses a different method.) As of 1990, 67% of all housing units in the City were single family, an increase since 1980. Sixty-five percent of all units in 1979 were owner-occupied. It is assumed that this renter-owner ratio has not changed greatly in 1987 since the ratio of single family homes is similar. The largest number of rental units are found in EDs 8T (North) and 9 (CBD South).

TYPES OF HOUSING UNITS IN GALT¹ (Includes Vacant)

	1980 ² (%)	1987 (%)	1988 (%)	Can be Updated Yrly with SACOG Housing Mod.	
				1989 (%)	1990 (%)
Single Family (Detached)	220 (62.6)	1503 (62.1)	1607 (62.7)	1723(64.1)	2001(67.1)
2-4 Units	261 (13.3)	326 (13.5)	330 (12.9)	332(12.3)	334(11.2)
5+ Units	204 (10.4)	302 (12.5)	314 (12.2)	314(11.7)	314(10.5)
Mobile Homes	284 (14.4)	291 (12.0)	313 (12.2)	320(11.9)	331(11.1)
	1995	2422²	2654²	2689	2980

¹SOURCE: 1987 SACOG Housing Module 441-5930 6/30/87.

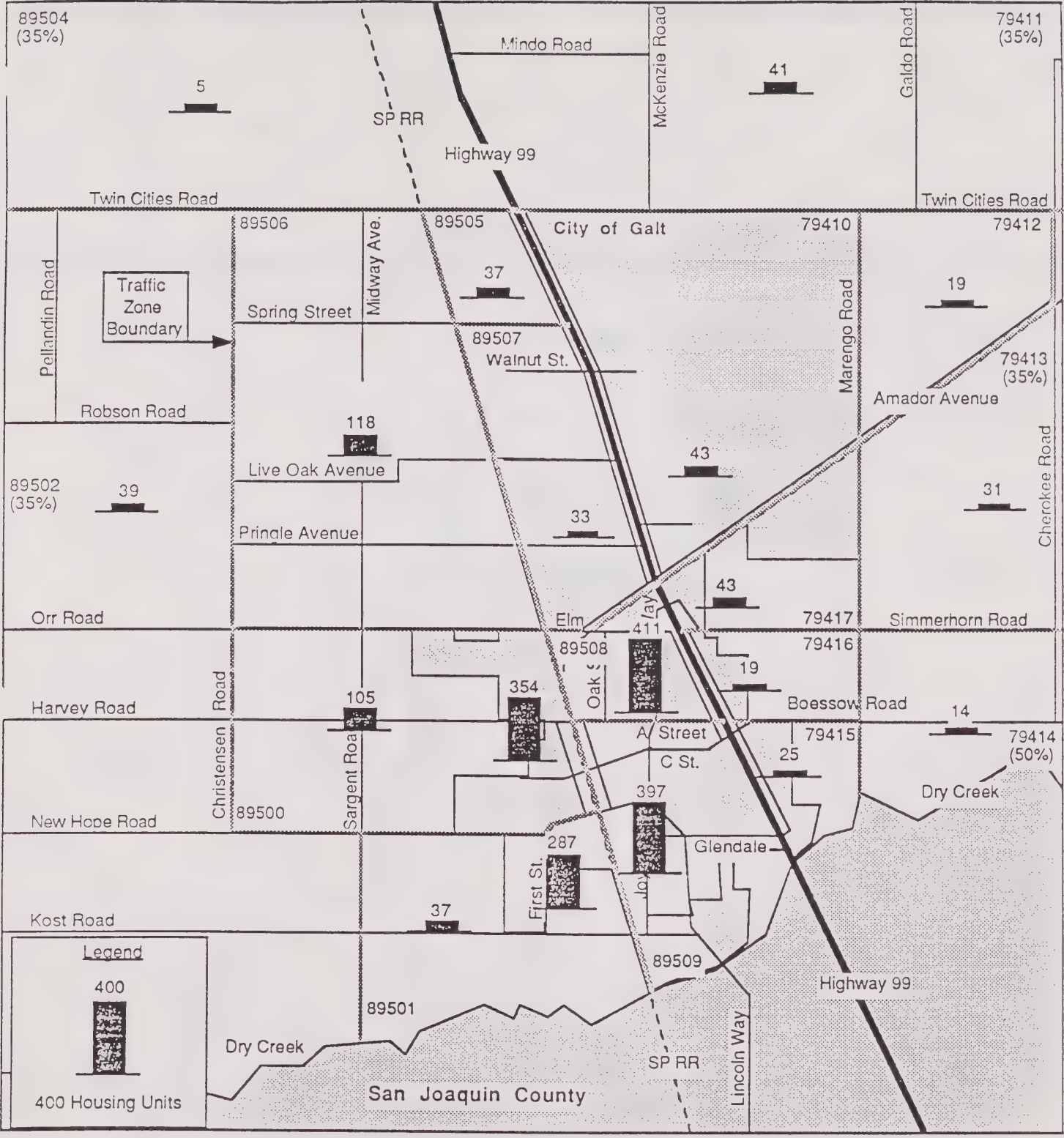
²These numbers are slightly different than the U.S. Census figures due to SACOG's methodology.

The detailed yearly record of new units completed and units demolished in the City is located at the end of this Element. Each yearly summary can be inserted in this position as available. Records of this data by area in the City can be found in the complete module on file in the Planning Department.

OCCUPIED UNITS RENTAL/OWNER STATUS - 1979

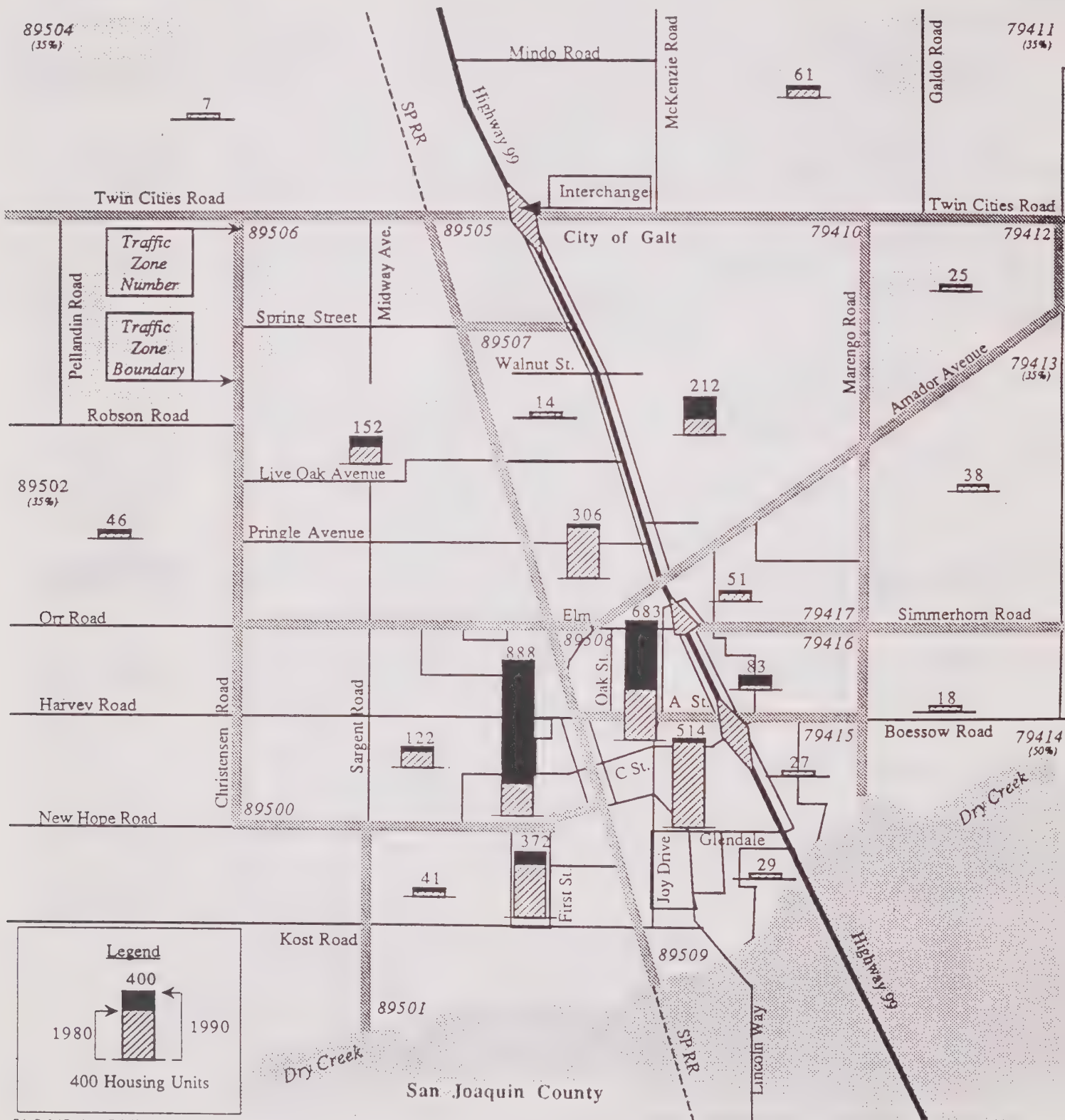
	Rental	Owner-Occupied
Single Family	265 (14.2%)	949 (51%)
Multi-Family	368 (19.8%)	41 (2.2%)
Mobile Home	15 (.8%)	223 (12%)
Total Occupied Units	648 (34.8%)	1213 (65.2%)

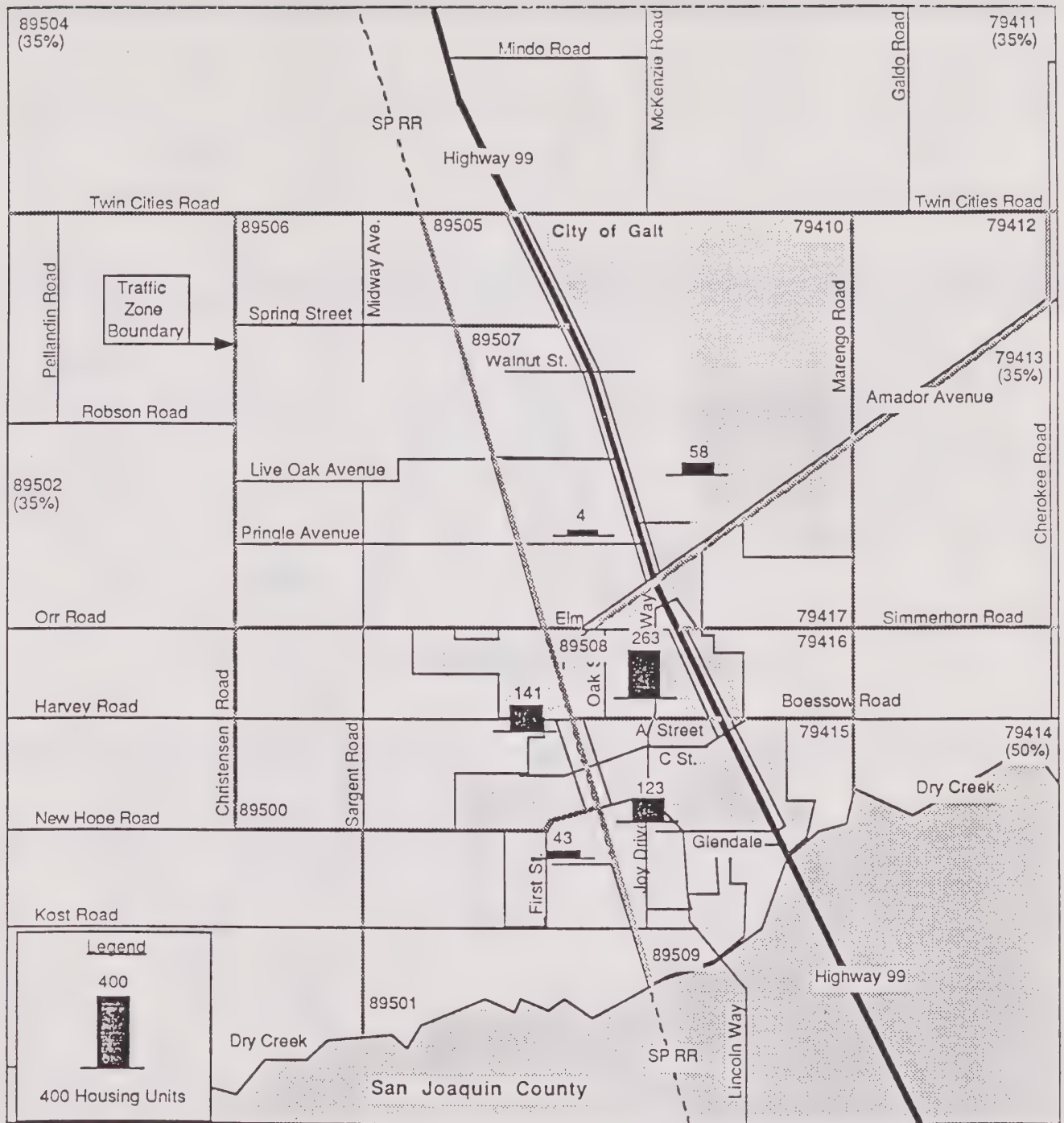
SOURCE: 1980 Census



Schematic Map of the City of Galt's Planning Area
 Showing the Number and Location of
Single Family Housing Units in 1937
 By Traffic Zone







Schematic Map of the City of Galt's Planning Area
 Showing the Number and Location of
Multi-Family Housing Units in 1987
 By Traffic Zone

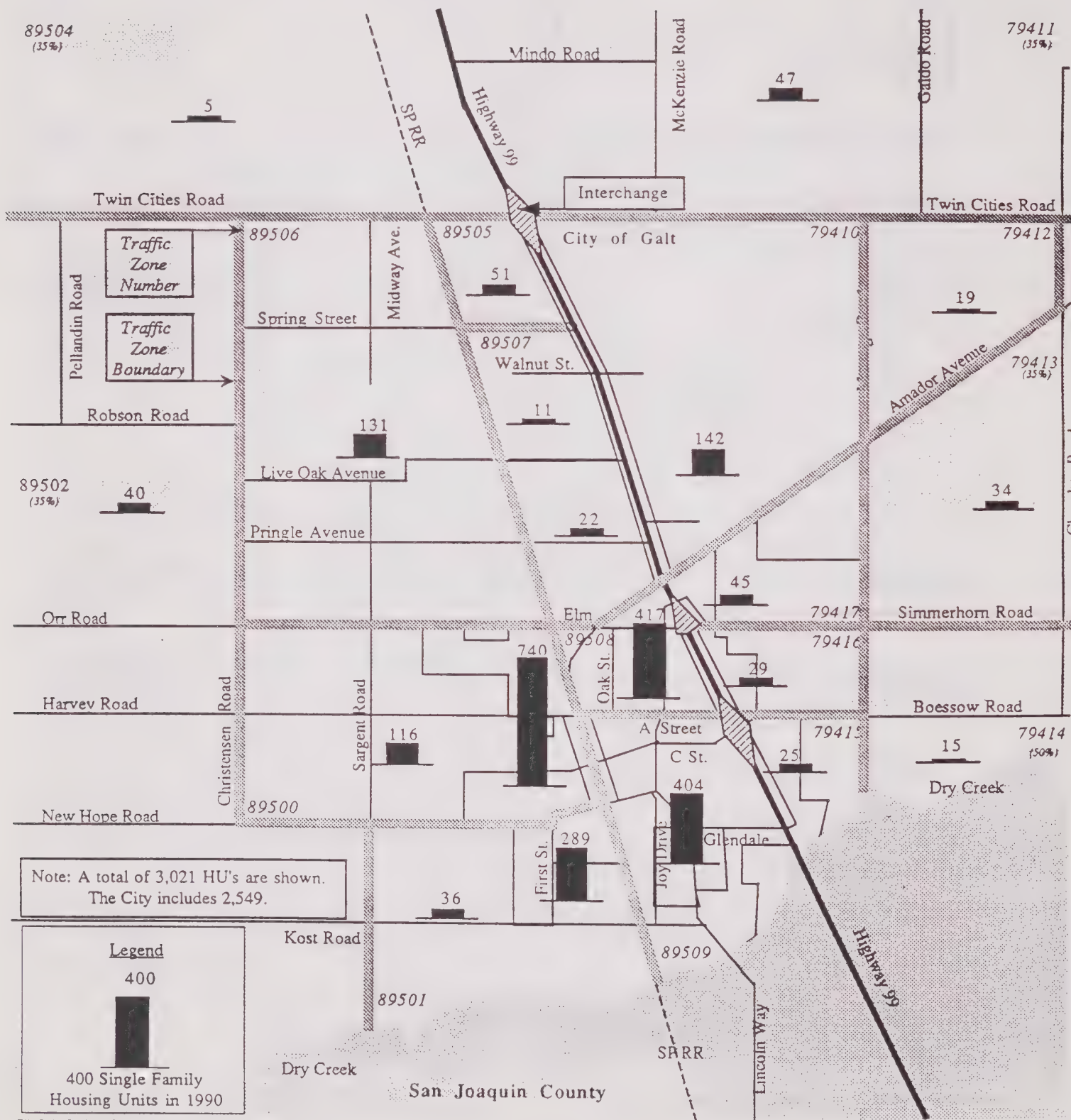
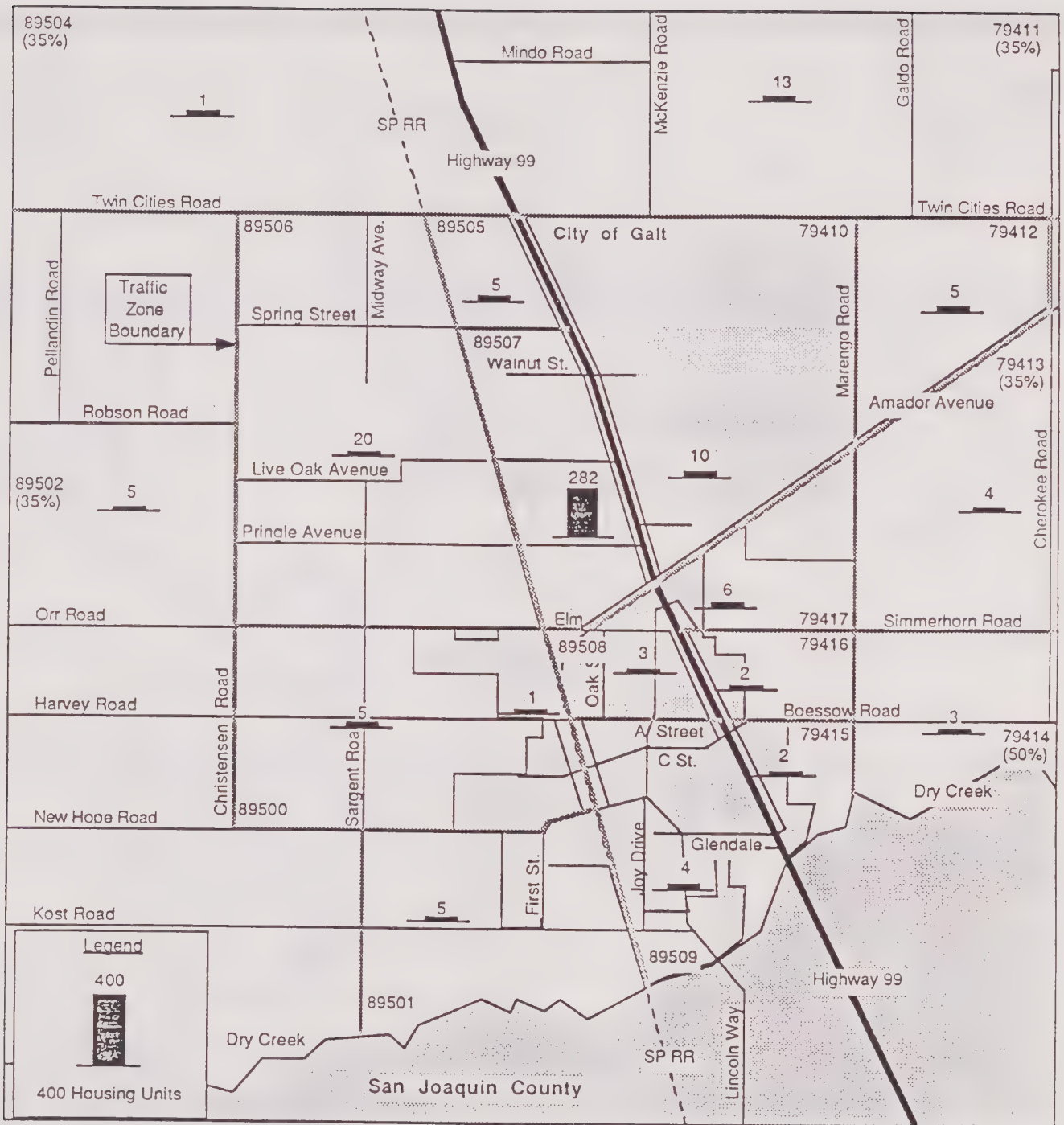
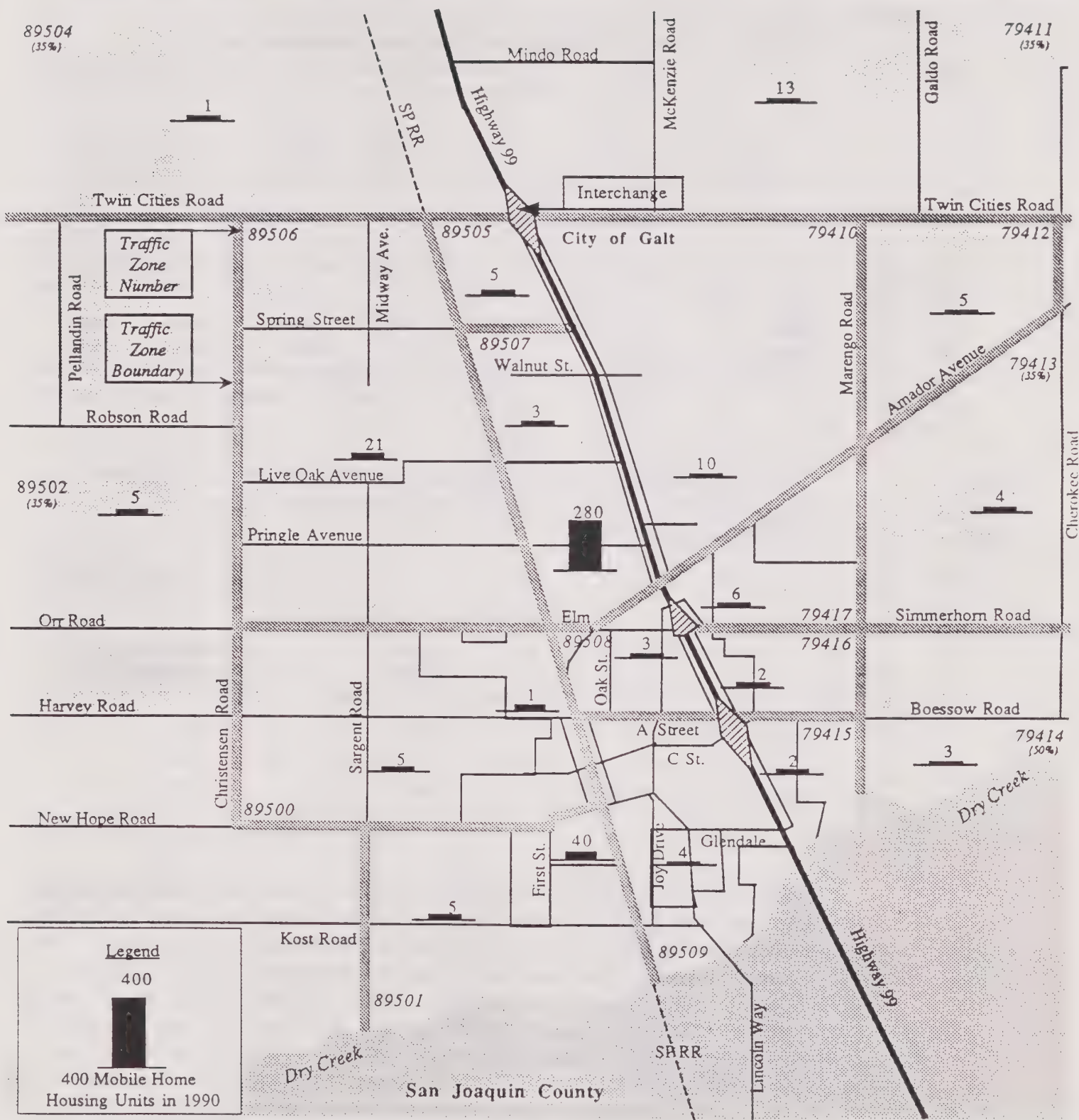


Figure 1
Schematic Map of the City of Galt's Planning Area
Showing the Number and Location of
Single Family Housing Units in 1990

Revised Zone



Schematic Map of the City of Galt's Planning Area
 Showing the Number and Location of
Mobile Home Housing Units in 1987
 By Traffic Zone



File Ref: \Project\Galt Hsg\Hsg\Map MH... Revised 4/15/91 16:34

0 Scale in Miles 1

**RENTER/OWNER MIX (OCCUPIED HOUSING UNITS)
BY AREA OF CITY
Percent of ED Units / #**

	City % / #	ED 7 % / #	ED8T % / #	ED8U % / #	ED 9 % / #	ED10 % / #
Rental	35% / 648	60% / 42	8% / 26	52% / 268	43% / 268	23% / 100
Owner	65% / 1213	40% / 36	92% / 36	48% / 310	57% / 242	77% / 342
Total Occupied	100% 1861	100% 70	100% 336	100% 510	100% 495	100% 442

SOURCE: 1980 U.S. Census, STF3A, #96 and #97

**Cost of
Housing
in Galt**

In 1979, the median gross rent in Galt was \$218 and the average mortgage payment \$237. Average rents were significantly lower in Galt than the County average in 1979.

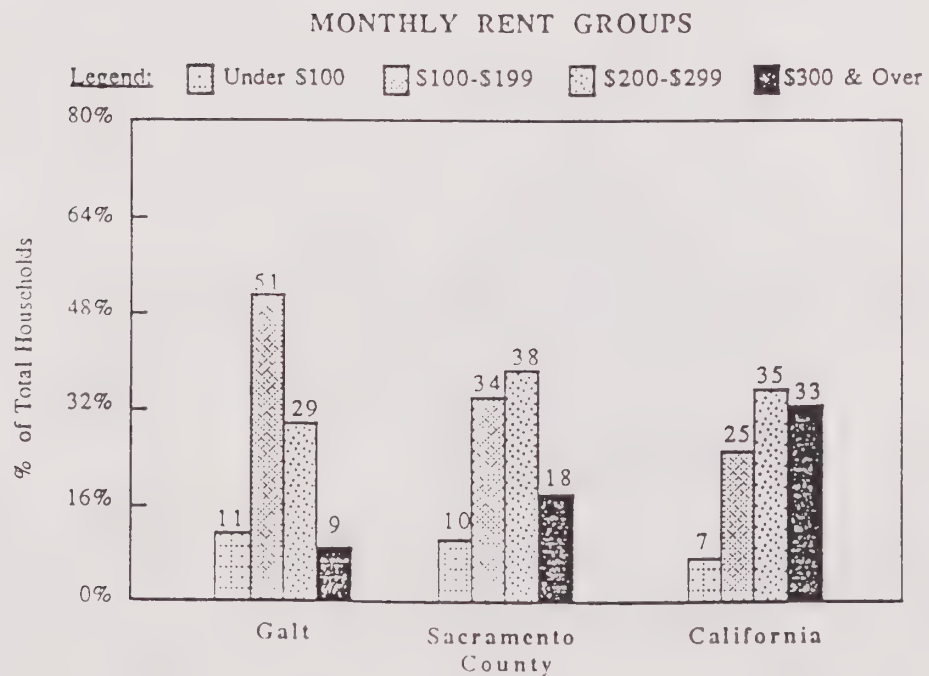
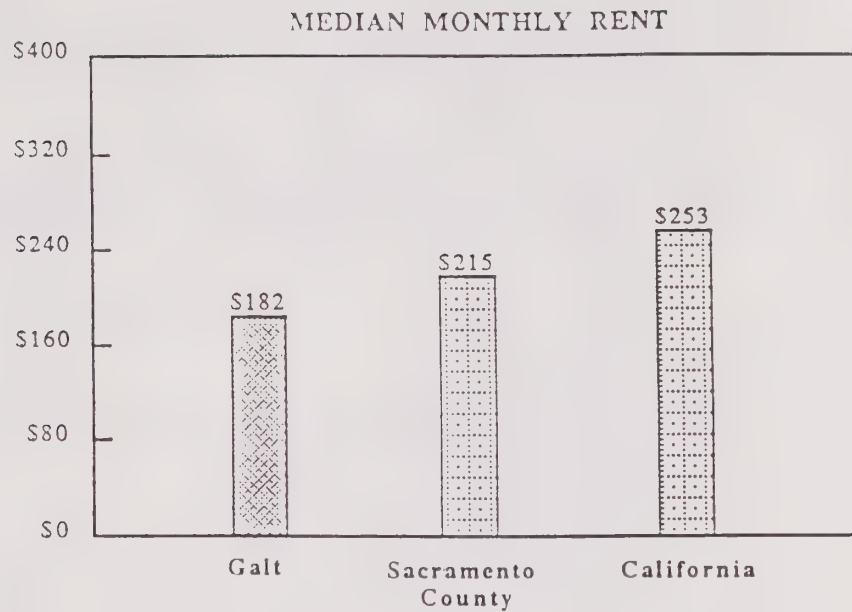
1979 AVERAGE MONTHLY COSTS

	1979 Dollars	Translated to 1987 Dollars
Median Gross Rent	\$218	\$316
Median Mortgage Payment	\$237	\$344

SOURCE: 1980 U.S. Census, STF3, pp. 8,9.

More recently, in 1991, average new homes in Galt have been selling for approximately \$125,000 which would be affordable to moderate income households (at mortgage payments of approximately \$900/month). Older homes in the downtown area sell for approximately \$110,000 to 120,000. An informal rental survey of the Galt Herald advertisements by Planning Concepts found 7 apartments/duplexes for rent at an average of \$593/month - thus, affordable to low income households. The informal rental survey was recommended by the State Department of Housing and Community Development since no other recent data source is available.

MONTHLY RENTS...MEDIAN RENT & RENTAL GROUPS **Galt, Sacramento County, California** **1980**



Source: 1980 Census of Population

Household Income in Galt

The ability of households to pay for their housing is a function of income and cost of available housing. Incomes in Galt are low on the average as shown below. The State categorizes income groups as very low, other low, moderate, and above moderate. Each household income category is based on a percentage of the regional housing market's median family income. These levels are shown before and are in 1980 dollars to be consistent with the SACOG Housing Allocation Plan. In 1980, 62% of all Galt households were in the combined very low and low income categories. However, outside City limits, but within the Plan area average incomes are higher. The Median Household Income chart below shows a Galt trade area income average of \$19,100. Broken down by Enumeration District, the chart on page 27 shows an average household income outside the City of \$19,700 to a low of \$11,800 in ED 8U. NOTE: See page F-37 for Galt Household Incomes by category (Low, Moderate, Above Moderate).

	MEDIAN INCOMES		
	1979 ¹	1987 ²	1990 ³
Galt Median Family Income	\$15,928	\$23,096	Not Available
Sacramento Market Area Median Family (SACOG)	\$20,888	30,288	"
California Median Family Income	\$21,749	31,536	"
Galt Median Household Median Income	\$13,849	\$20,081	23,221
Sacramento County Household Median Income	\$17,390	25,216	29,715
California Household Median Income	\$18,170	26,347	30,713

SOURCE: ¹1980 U.S. Census, STF3 and SACOG.

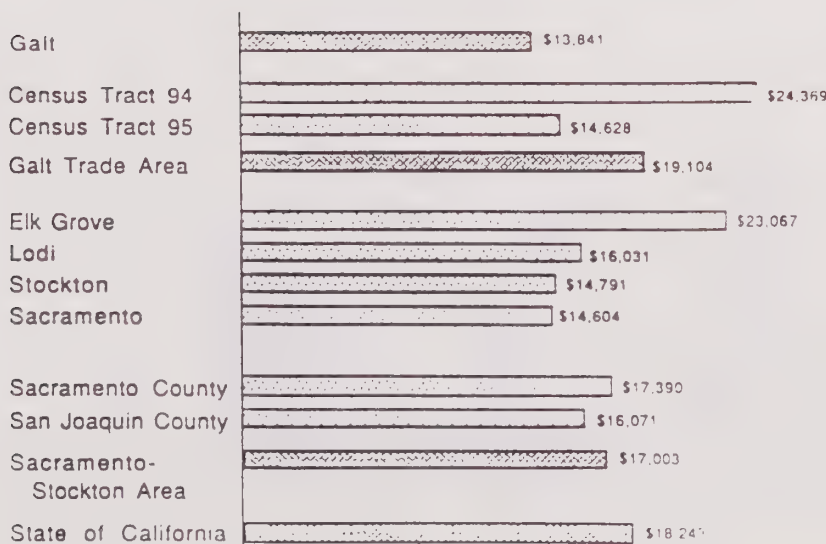
¹ 1979 \$

Updated to \$1987\$

(Estimate based on 1.45 multiplier for comparative purposes)

^{2,3}SACOG

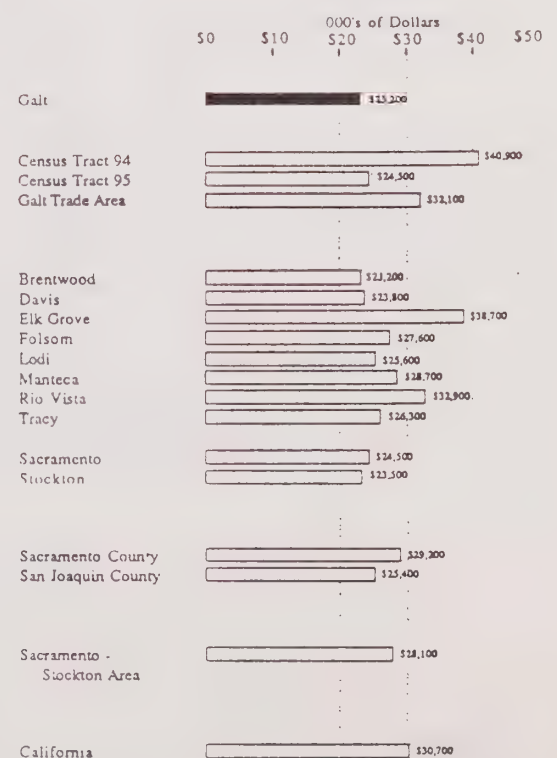
MEDIAN HOUSEHOLD INCOME
Selected Cities, Counties & Areas
1980



SOURCE: 1980 U.S. Census in Cone, 1988

The Rural California Housing Corporation study commissioned by the City in 1990 concluded that 71% of all households in the Downtown Study Area are in the low and very low income categories.

MEDIAN HOUSEHOLD INCOMES ... 1989
(Estimated)



Source: Sales Management, Survey of Buying Power
File Ref: ProjectsGalt/Hng/HH Inc chart ... 4/16/91 07:17

MEDIAN HOUSEHOLD INCOMES
Selected Cities and Counties, Region and State
1979, 1984, 1989

Jurisdiction	1979	1984	1989	1979-89 Percentage Change
Galt	\$13,841	\$20,653 *	\$23,221	67.8%
Census Tract 94	\$24,369	\$36,363 *	\$40,884	67.8%
Census Tract 95	\$14,628	\$21,828 *	\$24,541	67.8%
Galt Trade Area	\$19,104	\$28,507 *	\$32,051	67.8%
 Brentwood	\$14,700	\$21,452 *	\$23,234	58.1%
Davis	\$14,682	\$21,908	\$23,847	62.4%
Elk Grove	\$23,067	\$34,420 *	\$38,699	67.8%
Folsom	\$16,444	\$24,537 *	\$27,588	67.8%
Lodi	\$16,031	\$23,618	\$25,631	59.9%
Manteca	\$18,171	\$26,518 *	\$28,720	58.1%
Rio Vista	\$19,631	\$29,293 *	\$32,935	67.8%
Tracy	\$16,630	\$24,269 *	\$26,285	58.1%
 Sacramento	\$14,604	\$22,061	\$24,500	67.8%
Stockton	\$14,791	\$21,749	\$23,497	58.9%
 Sacramento County	\$17,390	\$25,949	\$29,175	67.8%
San Joaquin County	\$16,071	\$23,453	\$25,401	58.1%
 Sacramento- Stockton Area	\$17,003	\$25,220	\$28,078	65.1%
 California	\$18,243	\$28,348	\$30,713	68.4%

Note: * Estimated based on ratio to Sacramento or San Joaquin County in 1979.

Sources: 1979 ... 1980 Census, PC80-1-C6, Table 57.

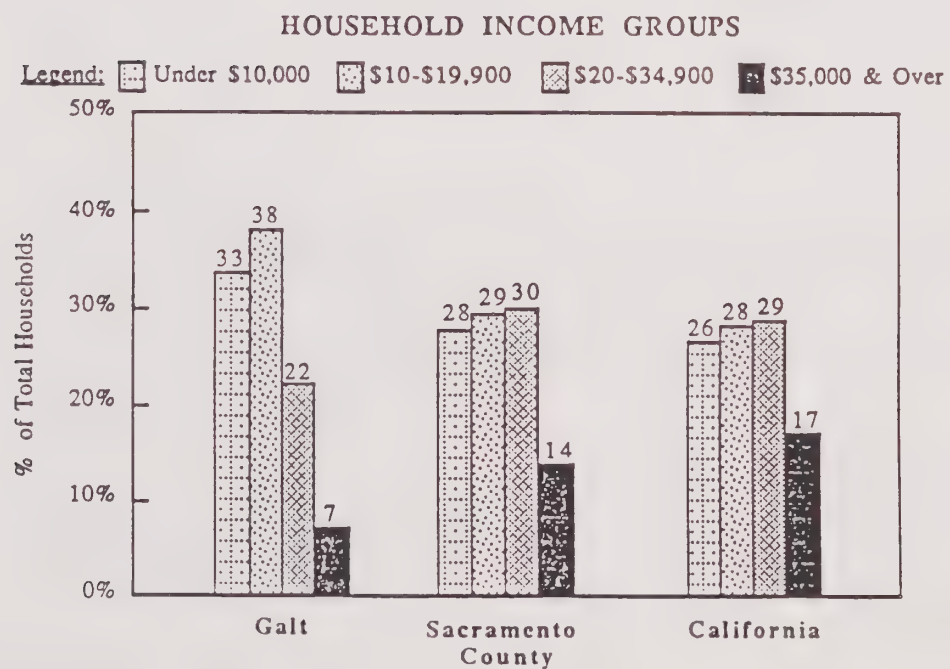
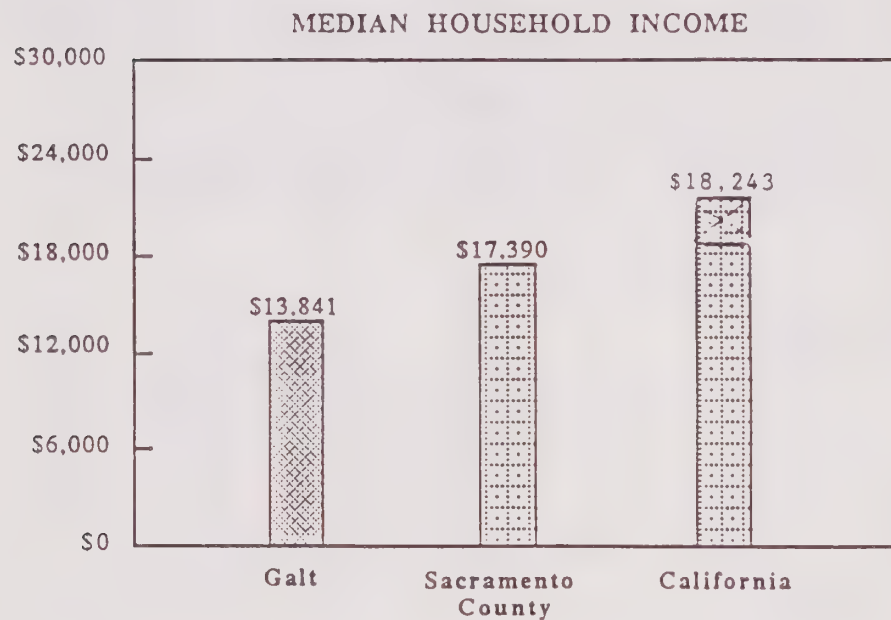
1985, 1989 ... Sales Management Magazine, Survey of Buying Power.

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MEDIAN HOUSEHOLD INCOME ... INCOME GROUPS

Galt, Sacramento County, California

1980



Note: Numbers may not add due to rounding.

Source: 1980 Census of Population

GALT 1980 HOUSEHOLD INCOMES
(%/Number)

1980 Income (See below for 1990 \$ conversion)	%/# City	%/# Total Plan Area ¹	Percent / # (1980)					Plan Area Out- side City (ED14, ED15a)
			ED 7	ED 8T	ED8U	ED9	ED10	
< \$10,444 (Very Low Income) 0 - 50% of Sacto area median family income	38.1% 655	34.2% 821	21.4% 12	29% 97	44.5% 211	35.3% 187	32% 148	21.6% 166
\$10,445 - \$16,710 (Other Low Income) 51 - 80% of Sacto area median family income	20.2% 492	20.5% 659	16% 9	19.1% 64	24.3% 115	29.7% 157	31.7% 147	21.7% 167
\$16,711 - \$25,066 (Moderate Income) 81 - 120% of Sacto area median family income	17.2% 372	17.5% 514	26.8% 15	19.4% 65	14.1% 67	18.9% 100	27% 125	18.5% 142
+ \$25,067 (Above Moderate Income) + 121% of Sacto area median family income	24.5% 338	27.7% 632	35.7% 20	32.5% 109	17% 81	16% 85	9.3% 43	38.2% 294
Median Household Income			\$23,462	\$17,227	\$11,809	\$13,599	\$13,835	\$19,739

SOURCE: 1980 U.S. Census STF 3A

¹ Incorporated Plan Area and ED 14 and 15a which encompass a somewhat greater area than the Plan area but are relatively sparsely populated.

In 1990, the estimated household income categories by income follow:

ESTIMATED 1990 HOUSEHOLD INCOMES

	Monthly Affordable	
	Incomes	Housing Cost
Very Low Income ¹	\$0 - \$18,750	to \$390
Other Low Income ²	\$18,751-\$30,000	to \$625
Moderate Income ³	\$30,001-\$45,000	to \$938
Above Moderate ⁴	\$45,000 +	---

Notes

¹ 0-50% of Sacramento area median family of 4 income

² 51-80% of Sacramento area median family of 4 income

³ 81-120% of Sacramento area median family of 4 income

⁴ + 121% of Sacramento area median family of 4 income

SOURCE: SACOG (Income Column)

Unemployment

Lower than average incomes in Galt are partially a reflection of higher than average unemployment rates in 1979 (see below). Unemployment is a significant problem in Galt.

CIVILIAN UNEMPLOYMENT RATE (Unemployed as % of Total in Labor Force)

Area	1979	1987 ¹	Aug ²	To be Updated Yearly ²		
			1988	1989	1990	1991 ³
City	17.0%	Not Avail.	..... Not available for individual cities....			
County	9.0%	5.2	5.3	5.2 (6/89)	4.7	6.9
State	6.1%	5.4	5.3	5.6 (6/89)	5.6	7.8

¹SOURCE: 1980 U.S. Census STF3

²SOURCE: CA. State Economic Development Dept 427-4924

³This figure is through February 1991

NOTE: 1979 and 1987 figures not readily comparable since different methodology used by State and Census.

Poverty Level

Of particular concern are families with incomes below the poverty level with the greatest numbers and concentration in ED 8U (between Elm and A Streets).

FAMILIES BELOW POVERTY LEVEL - 1979

City	Total	% of City Total	Families % of ED
ED 7 (East)	6	.4%	10.7%
ED 8T (North)	12	.8%	4.7%
ED 8U (Central)	88	6.0%	23.5%
ED 9 (CBD So.)	43	3.0%	11.3%
ED 10 (West)	57	3.9%	14.5%
TOTALS	206	14.1%	

SOURCE: 1980 U.S. Census, STF3A

Housing Affordability

Housing is inexpensive compared to the regional average, yet 36% of all Galt residents were overpaying for their housing including 59% of all renters, somewhat higher than the trend in rural Western states (only 21% of all homeowners were overpaying for housing) in 1980.

1980 HOUSING OVERPAYMENT (OCCUPIED UNITS) (25-34% of Income)

	Total	ED7	ED8T	ED8U	ED9	ED10
Renter	57%	23.8%	0	26%	22.4%	35%
		10		67	44	35
Owner	12.5%	47.4%	26.3%	9.9%	8%	12.1%
		9	20	23	22	38
All Units	17.6% of City Occupied Units					

Ed, p.8

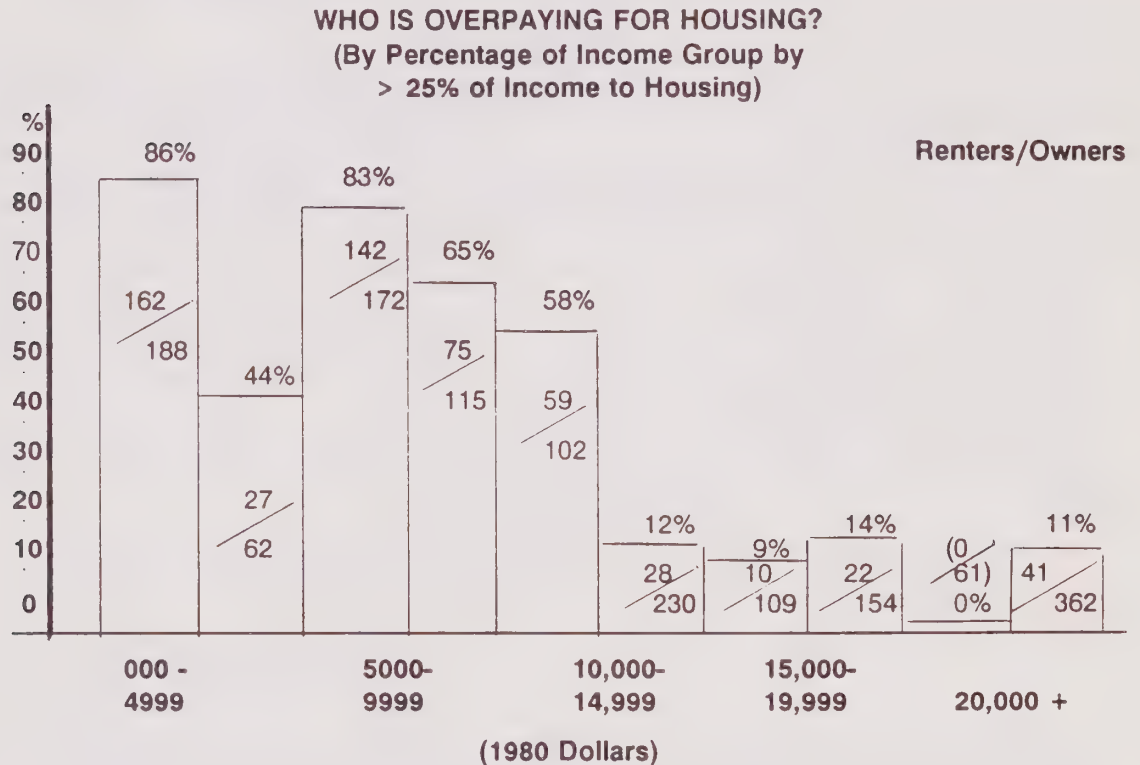
(> 35% of Income)

Renter	32.9%	14.7%	0	33.4%	40.3%	31%
		5		86	79	31
Owner	8%	0	0	4.7%	8.3%	12.8%
				11	23	40
All Units	18% of all City Occupied Units					

SOURCE: 1980 U.S. Census, STF3.
Individual EDs: STF3A, #132, #139.

The Rural California Housing Corporation study commissioned by the City in 1990 discovered that 74% of all rental households in the Downtown Study Area are overpaying for housing and only 25% of all homeowners were overpaying. The Downtown Study Area consists of 1709 dwelling units which is 54% of the City's total households (1990). The survey had a 47% response rate (RCHC Study, Appendix page 5).

In 1980, most of those overpaying for housing were in the very low and low income categories (below \$6,700) as shown below. 513 households in the low and very low income categories (49%) overpaid for housing (>25% of income). Of these households, 72% were renters.



SOURCE: S.A.C.O.G. 1980 Census Summary M-14, p. 9

Overcrowding

One way for households to cut housing and utility costs is by adding members to the household. In many cities, this has resulted in extreme overcrowding and impacts to city sewer and the general quality of life. The U.S. Census gauges overcrowding by tabulating the number of housing units occupied by over one person per room (not including kitchen and bathrooms). Using this index, 7.7% of the City's housing units were overcrowded and 33.3% of these units were rentals in 1979.

OVERCROWDING
HOUSING UNITS WITH >1.01 PERSONS PER BEDROOM

	Total	% of EDUs	Renter	Median Rooms	Mean Per- son Unit
ED 7 (East)	4	4.8%	2	4.7	2.98
D 8T (North)	8	3.0%	1	4.5	2.32
D 8U (Central)	23	4.4%	15	4.7	2.47
ED 9 (CBD So)	47	10.0%	19	4.8	3.06
ED 10 (West)	62	14.0%	11	4.9	3.61
Citywide Total (1861 Total Occupied Units)	144	(7.7% of City Housing)	(33.3% of Total Overcrowded 48 Units and 7.4% of all City Occupied Rentals)		

SOURCE: 1980 U.S. Census, STF1.

HOUSING UNITS - OVERCROWDING STATUS
(By % of Units in ED)

Citywide	> 1.01	> 1.51	Median Rooms	Mean Persons Unit
ED 7 (East)	2.4%	2.4%	4.7	2.98
ED 8T (North)	2.0%	1.0%	4.5	2.32
ED 8U (Central)	3.4%	.95%	4.7	2.47
ED 9 (CBD So)	6.4%	3.6%	4.8	3.06
ED 10 (West)	10.4%	3.6%	4.9	3.61

SOURCE: 1980 U.S. Census, p.3.

A closer look at the census data shows that the highest rates of overcrowding occur in EDs 9 and 10 (the older, most completely developed sections of the City) which also have the highest median number of rooms per unit and high ownership rates (57% and 77%). In ED9, 40% of the overcrowded units are rentals and in ED 10, only 17.7% are rentals. These neighborhoods also have the greatest percentage of children under age 18 and 64% of the households are in the low or very low income categories. The Concilio noted in its 10/89 letter that the Lana Lane and Spruce Street areas are particularly overcrowded. If it can be assumed that overcrowded units which are owner-occupied are not in a situation which can be readily changed and that the owners are somewhat satisfied because of their equity buildup, then overcrowded rentals are the greater problem. In Galt approximately 7.4% of the City's rental units in 1979 were overcrowded. This points to a need for larger rental units affordable to lower income residents in the City.

The 1990 Rural Housing Corporation Study found that 19% of all units in the Downtown Study Area are overcrowded.

Vacancy Rate

Vacancy rates in 1979 were fairly high (6.2%), mainly in the rental category. A survey of Galt rental ads in October, 1987 revealed a total of four units for rent, indicating a fairly tight rental housing market then. Accurate recent vacancy rates are not available. The January 1, 1991 Department of Finance estimate of 9.64% is extremely high because recently built, unsold homes are included in it. The Concilio has noted that the ability of lower income households to come up with the average of \$1200 needed to move into a vacant unit (first/last month rent, cleaning deposit, utility hook-up) is a particular problem.

VACANCY RATES

	Overall Vacancy Rates	Vacancy Rate
For Sale	32 (1.6%)	32/1244 (2.6% of owner units)
For Rent	71 (3.6%)	71/719 (9.9% of owner units)
Other Vacant	19 (1.0%)	
TOTALS	122 (6.2% of Total Housing Stock)	

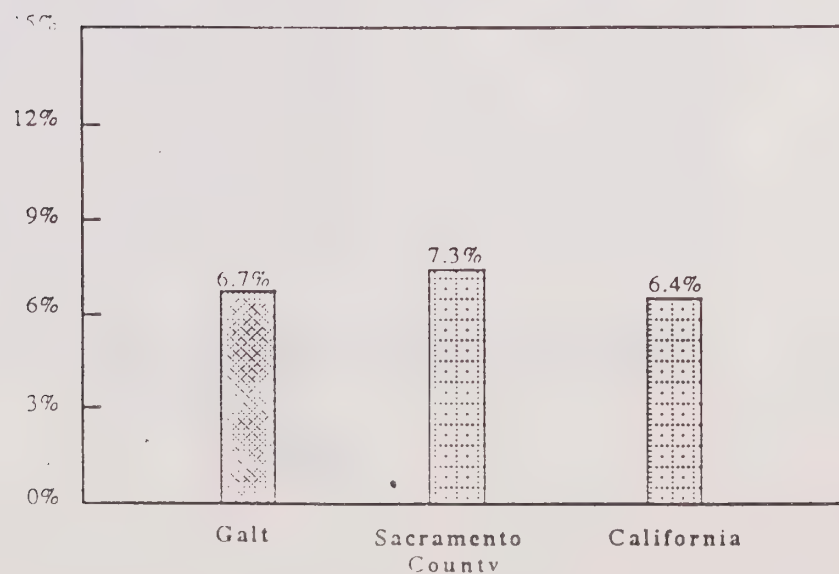
SOURCE: 1980 U.S. Census, STF1, p.3.

VACANCY RATES BY AREA OF CITY - 1979 (Does Not Include Units Held for Occasional Use)

	Total	% of ED
ED 7 (East)	29/113	(25.6%)
ED 8T (North)	24/370	(6.5%)
ED 8U (Central)	27/556	(4.9%)
ED 9 (CBD So)	17/485	(3.5%)
ED 10 (West)	25/468	(5.3%)

SOURCE: 1980 U.S. Census, STF1, p.3.

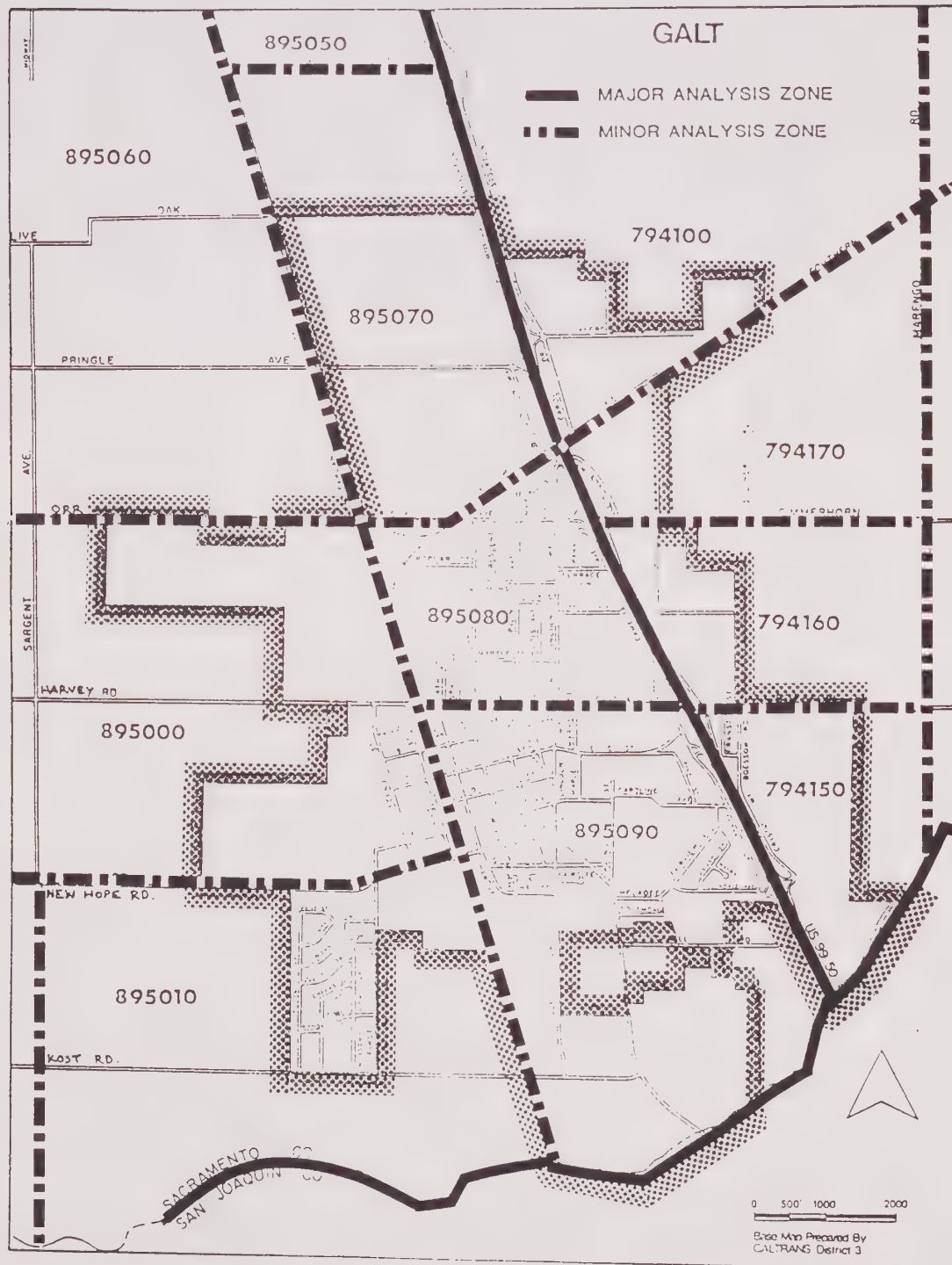
COMPARATIVE VACANCY RATES - 1979



Housing Condition

The condition of the City's housing stock is a function of its age and how well the units have been maintained over the years. The bulk of the City's housing stock was built between 1960 and 1979 (67%). This does not represent a particularly old housing stock. However, a significant number of units were constructed before 1959 (20%). The greatest numbers of these units over 28 years old are found in Traffic Zones 89508 and 89509 (the downtown area). These older units are largely rental units (53%) compared to the overall City occupied rental unit ratio of 35%. The older units that are owner-occupied have very low average monthly owner costs. Sixty-four (64) percent of these homeowners had average monthly housing costs less than \$199 in 1979, indicating a fairly long residency. Thus, any programs aimed at assisting this aging housing stock should be geared to rental as well as owner-occupied housing.

NOTE: 895050 AND 794100 END
AT TWIN CITIES ROAD.



TRAFFIC ZONES

NUMBER OF HOUSING UNITS BY WHEN BUILT
The City of Galt
1980, 1990

Traffic Zone (or ED's)	When the housing was built				TOTALS
	1950's and before	1960's	1970's	1980's	
NUMBER OF HOUSING UNITS					
<u>TOTAL</u>	<u>608</u>	<u>408</u>	<u>952</u>	<u>1,011</u>	<u>2,980</u>
79410 .. Northeast	35		29	118	182
79415 .. Southeast	12		11	1	24
79416 .. E: Cen.No	2		1	1	4
79417 .. E: Cen.No	3		3	1	7
89500 .. W: Central	41	16	124	707	888
89501 .. Southwest	69	27	211	65	372
89507 .. C: Cen.No	25	67	207	7	306
89508 .. C: Central	224	134	238	86	682
89509 .. C: South	198	164	128	25	515
PERCENTAGE DISTRIBUTION BY ZONE					
<u>TOTAL</u>	<u>20.4%</u>	<u>13.7%</u>	<u>32.0%</u>	<u>33.9%</u>	<u>100.0%</u>
79410 .. Northeast	19.1%		16.1%	64.8%	100.0%
79415 .. Southeast	51.9%		43.9%	4.2%	100.0%
79416 .. E: Cen.No	40.7%		34.3%	25.0%	100.0%
79417 .. E: Cen.No	46.5%		39.3%	14.3%	100.0%
89500 .. W: Central	4.6%	1.8%	14.0%	79.6%	100.0%
89501 .. Southwest	18.6%	7.2%	56.7%	17.5%	100.0%
89507 .. C: Cen.No	8.1%	22.0%	67.6%	2.3%	100.0%
89508 .. C: Central	32.9%	19.6%	34.9%	12.6%	100.0%
89509 .. C: South	38.4%	31.9%	24.9%	4.9%	100.0%
PERCENTAGE DISTRIBUTION BY WHEN BUILT					
<u>TOTAL</u>	<u>100.0%</u>	<u>100.0%</u>	<u>100.0%</u>	<u>100.0%</u>	<u>100.0%</u>
79410 .. Northeast	5.7%		3.1%	11.7%	6.1%
79415 .. Southeast	2.0%		1.1%	0.1%	0.8%
79416 .. E: Cen.No	0.3%		0.1%	0.1%	0.1%
79417 .. E: Cen.No	0.5%		0.3%	0.1%	0.2%
89500 .. W: Central	6.7%	3.9%	13.1%	69.9%	29.8%
89501 .. Southwest	11.4%	6.6%	22.2%	6.4%	12.5%
89507 .. C: Cen.No	4.1%	16.5%	21.7%	0.7%	10.3%
89508 .. C: Central	36.8%	32.8%	25.0%	8.5%	22.9%
89509 .. C: South	32.5%	40.3%	13.4%	2.5%	17.3%

File Ref: \Cities\GalNhsng\Zone 80 Galn ... 4/18/91 01:05

page 4

File Ref: \Cities\Galt\Hsing\Zone 80 Galt ... 4/18/91 01:05

page 4

A windshield survey of the City's homes was conducted in January, 1989 by the Galt Building Department. They were surveyed for zoning/building violations as well as nuisances present, inadequate sanitation, structural hazards, faulty weather protection, and damage to City property. Overall degree of non-compliance were rated as minor, medium, and serious.

Thirty-three serious violations were observed and it is expected that upon reinspection, a number of the medium violations may be upgraded to serious. With the possibility of 60-65 serious violations including abandoned houses, a conservative estimate of total abatement of buildings may reach 25-30% or 16-20 units. Of the 218 properties with alleged violations only 29 properties with a minor classification will not require additional inspection, but will be resolved through correspondence. The remaining 189 properties will be required to be reinspected so as to establish a complete list of items to be corrected and/or abated.

RESULTS OF HOUSING CONDITION SURVEY
January 1989

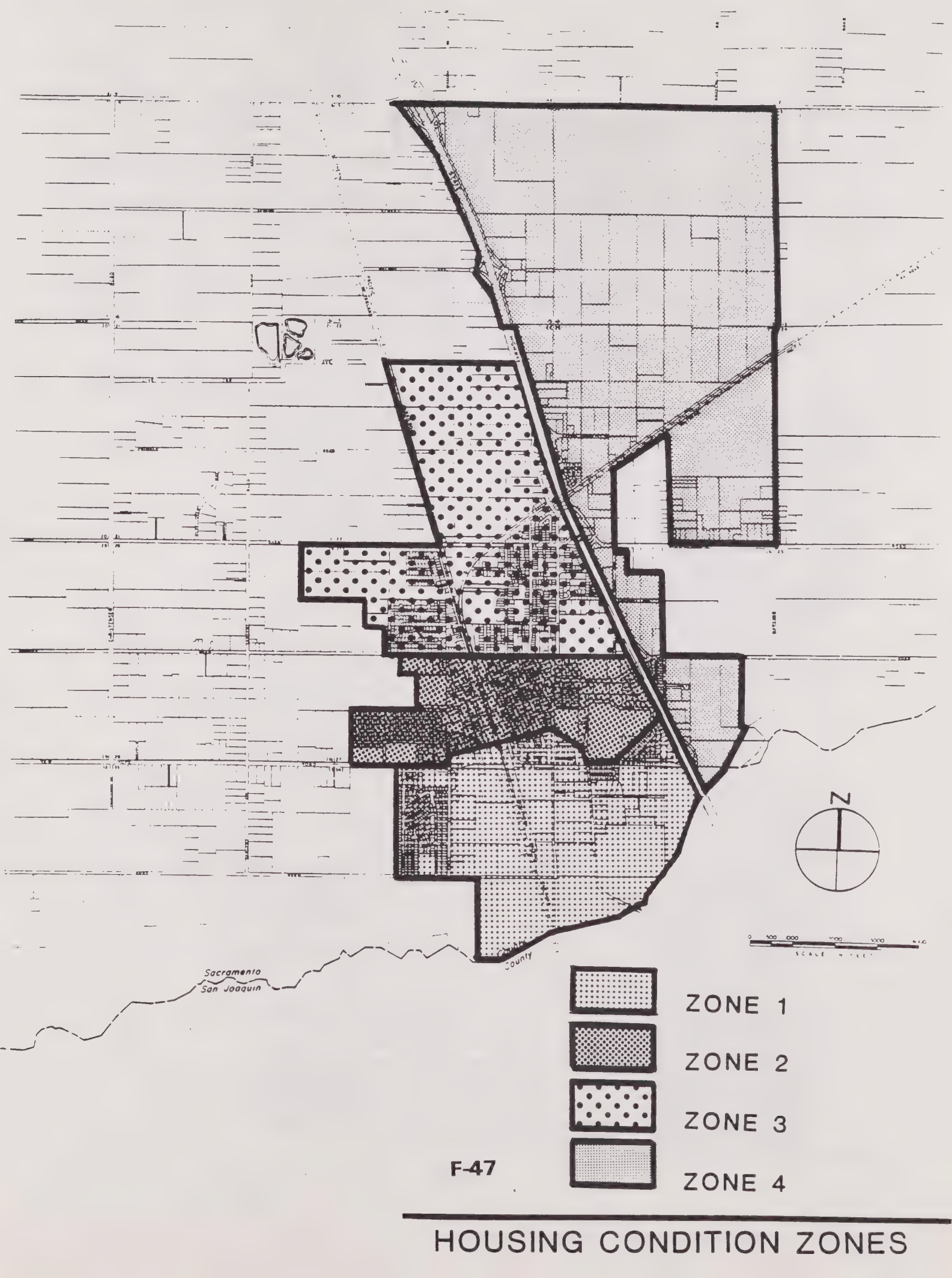
Zone*	Number of Violations	Violation Rating		
		Minor	Medium	Serious
Zone 1	63	9	46	8
Zone 2	81	12	57	12
Zone 3	60	5	48	7
Zone 4	14	3	5	6
TOTALS	218	29	156	33

Galt Building Dept., 1989

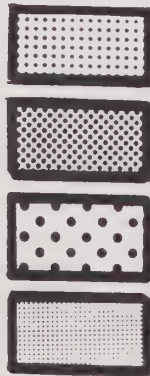
* (See map on following page for zones.)

The records of the survey are on file in the Planning Department. Specific violations are listed by address.

A more detailed housing condition study was prepared in 1990 by the Rural California Housing Corporation of the Downtown Study Area only. (The Downtown Study Area takes in portions of Housing Condition Zone 1 and Zone 2 discussed above.) The following discussion is taken from the study:



F-47



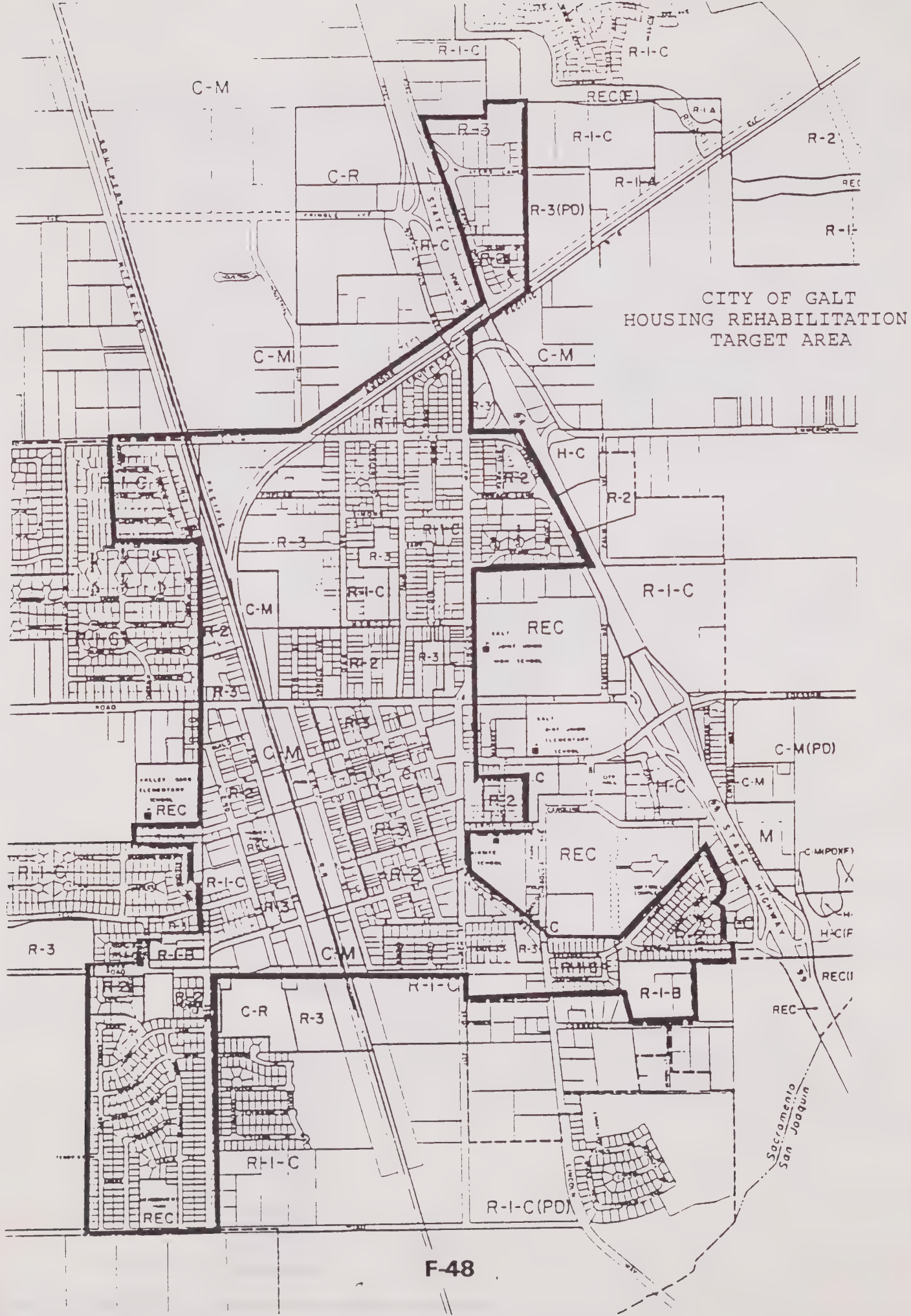
ZONE 1

ZONE 2

ZONE 3

ZONE 4

HOUSING CONDITION ZONES



**GALT
HOUSING CONDITION SURVEY
1990**

Condition	# of Units	Percent of Total
Minor	174	10%
Moderate	167	10%
Substantial	10	1%
Dilapidated	7	0%
Total Substandard	358	21%
Standard	1,351	79%
Total	1,709	100%
Substandard Housing Conditions		
Minor	174	49%
Moderate	167	47%
Substantial	10	3%
Dilapidated	7	2%
Total Substandard	358	100%

The above data show the overall housing rehabilitation need in the Study Area of Galt. Of the total units, 358 units (21%) are in need of rehabilitation. Some areas of the city-defined redevelopment area consist of nearly all standard units, while other areas contain a high frequency of substandard units.

Galt's housing stock ranges from standard to dilapidated. According to the 1980 census, over 30% of the housing stock was built prior to 1960. Most of these older units are located within the surveyed area. Since 70% of the units were built after 1960, Galt has a high percentage of standard housing--79%. The majority of the standard housing lies within the newer subdivisions--one located on the north western boundary and the other at the south western boundary of the redevelopment area. Both of these neighborhoods are currently in fairly good condition, but some houses have begun to show signs of deferred maintenance, needing roof repair or replacement and exterior paint.

The northwestern subdivision just south of Elm Street, includes portions of six streets. The redevelopment line is drawn down the middle of four streets, (Sunshine, Rossi, and Wildflower Drives and Lorna Way) cutting the subdivision into two parts. The surveyors noted the distinction of where the redevelopment area line is drawn--the upgraded quality of the newer housing stock on the western portion of the subdivision, outside the redevelopment area.

The southwestern neighborhood, New Hope Road south to Kost Road, and Tudor Street east to First Street, consists of approximately 279 units financed by Farmers Home Administration. Most of these units are standard, yet are showing signs of deferred maintenance. Many need exterior paint and some need roof repair or replacement. Over 88% of the units in the neighborhood are standard, 18 units need minor repairs, 14 units need moderate repairs and one unit needs substantial rehabilitation; there are no dilapidated units.

Substandard housing is scattered throughout the study area. Surveyors, however, noted some concentration of rehabilitation need in the older areas of the city. Housing conditions in these older areas are marked by extensive deterioration and code deficiencies, signs of the structures' age.

Areas of substandard housing concentration are in the central part of the city--from Second Street east to Lincoln Way and from A Street south to H Street. More than one-third of the units surveyed can be found within this central city area. And nearly 32% of those units are substandard; that is to say, approximately 184 units within the central city area need rehabilitation. Of those 184 units, nearly half need at least moderate repairs, some need substantial work and a few are dilapidated. Also noted within this area are the seven units fronting the alleys, all of which need rehabilitation.

Another area consisting of a high concentration of rehab need is the north-eastern section of the study area, along Carol Drive and Ayers Lane. Three of the city's seven dilapidated units are situated on these two streets alone. The other four dilapidated units lie within the central city area.

Also noted in this survey is the high percentage of units needing more than just minor repairs; more than half (51%) of the substandard units need moderate to substantial repairs.

SOURCE: Rural California Housing Corporation, "Housing Needs Assessment, City of Galt," 1990 - Appendix A, pages 3-4.

The study recommended that an active rehabilitation (and new construction assistance) program in the Downtown Study Area be undertaken by the City to include:

- Assisting homeowners and developers by matching them with the numerous State and federal loan/grant programs available;
- Using Redevelopment funds;
- Increasing request for annual CDBG funds through the Sacramento Housing and Redevelopment Agency;
- Creating a Housing Coordinator staff position or hiring a firm to implement the program.

Energy Costs

Utilities are another major cost which add to basic housing costs. Space heating and water heating are the two major utility costs faced by renters and homeowners. In 1979, 11.5 percent of all City households were paying over 10% of their income for residential energy. Of these households a majority were below the poverty level (53%) and 59% were renters (1980 U.S. Census, STF4, p.4).

ENERGY COSTS AS % OF INCOME

	10-14%	15-10%	20-% +
Owners	3.9%	1.6%	1.0%
Renters	1.8%	1.1%	2.1%
City Total	5.7%	2.7%	3.1%

SOURCE: 1980 U.S. Census, STF4, p. 3.

The Concilio does operate a utility shutoff assistance program which grants up to \$100 to low income households who have received a shutoff notice and helps arrange for a repayment schedule between the customer and PG&E. In addition, since 1981 a number of homes have had weatherization assistance from PG&E including 76 attic insulations, 195 shade screens, 66 energy audits, and 25 insulation projects. The Concilio feels that it has weatherized nearly every eligible unit in Galt under this program. However, they note that a basic problem is PG&E's high rates (Concilio letter 10/89).

Most Galt households in 1979 used natural gas supplied by PG&E to heat their homes (66.8%). However, in ED10 (west of the railroad tracks) 70% of the homes are heated with more expensive electricity. Seventy-six (76) percent of the homes in this area also use electricity for water heating. This is a concern since it is one of the lower income neighborhoods in the City. PG&E may be instituting a program to assist electric water heater and space heating users to lower costs with water heater blankets and efficient heat pumps. A key need in this area is the provision of more affordable natural gas.

Other opportunities to reduce household energy costs in Galt include residential site planning for solar access and the addition of street trees to lower summer home air conditioning costs.

HEATING FUEL

	City Total	ED 7	ED8T	ED8U	ED 9	ED10
Utility	1,244 (66.8%)	53 (67.9%)	303 (90.2%)	369 (72.4%)	388 (78.4%)	131 (29.6%)
Tank Gas	18 (<1%)	--	14 (41.7%)	4 (<1%)	--	--
Electricity	582 (31.3%)	15 (19.2%)	19 (5.7%)	137 (26.9%)	100 (20.2%)	311 (70.4%)
Fuel Oil	---	--	--	--	--	--
Wood	17 (<1%)	10 (12.8%)	--	--	7 (1.4%)	--
	1,861	78	336	510	495	442

SOURCE: 1980 U.S. Census, STF 3A, #112 & #114

WATER HEATING FUEL

	City Total	ED 7	ED8T	ED8U	ED 9	ED10
Utility Gas	1,170 (62.9%)	53 (67.9%)	293 (87.2%)	328 (64.3%)	388 (78.4%)	108 (24.4%)
Tank Gas	40 (2.1%)	--	8 (2.4%)	15 (2.9%)	17 (3.4%)	--
Electricity	651 (35.0%)	25 (32.0%)	35 (10.4%)	167 (32.7%)	90 (18.2%)	344 (75.6%)
	1,861	78	336	510	495	442

SOURCE: 1980 U.S. Census, STF 3A, #112 & #114

CONSTRAINTS TO HOUSING DEVELOPMENT

In planning for the provision of housing, constraints to housing development must be recognized. Many of these constraints cannot be overcome by local government particularly those related to the condition of the national economy, but others can be addressed.

Non-Governmental Constraints

The cost of housing is influenced by a number of factors including cost of land, construction materials, labor, financing, marketing, and property taxes. In Galt, the relatively large supply of modestly sized homes built before the period of high inflation and interest rates in the late 1970s and early 1980s as well as the low cost of land have kept housing prices down. However, in the future, it will become increasingly difficult to provide low and moderate income housing as land and other costs increase.

The components of the cost of an average new home in Galt follow:

AVERAGE NEW HOME CONSTRUCTION COSTS

Land (with water and sewer)	\$38,000 (29%)
Permit Fees / Mitigation Fees	11,000 (8.5%)
Construction Materials + Labor*	73,000 (56%)
Marketing	6,600 (5%)
	<hr/>
	\$130,000

SOURCE: Projected from 1988 figures provided by Elliott Homes.

Added to these costs are the financing costs carried by the homeowner or passed on to the renter. In the recent past, high interest rates on mortgage and construction loans were a key constraint to housing development and affordability. For instance, the difference between monthly payments at 9% and 12% interest rates are illustrated below. More recently, low interest rates have reduced this constraint.

FINANCING CONSTRAINTS

Loan Rate	Amount Financed	Monthly Mortgage Payment	Tax and Insurance	Total Monthly Payment	Yearly Income Needed to Qualify*
9%	\$80,000	\$644	\$133	\$777	\$31,080
12%	\$80,000	\$833	\$133	\$956	\$38,240

SOURCE: Placerville General Plan

* Thirty percent of gross income to housing.

Within the City, 2 banks offer home loans. Interest rates are comparable to those at Sacramento banks. There do not appear to be any mortgage defi-

cient areas of the City. The existing City is small in geographic size and fairly homogeneous in housing size and type, as well as ethnic makeup and as a result even inadvertent "redlining" would not be expected.

In addition, in March, 1991 the City entered into an agreement with the Sacramento County Housing and Redevelopment Agency to participate in a first time home buyer bond program. Below market rate mortgages will be available to home buyers in the Morrison Homes Subdivision in the Northeast Area, Hal Porter Homes in the west area, and through various lenders in Sacramento County for new and older homes in the City.

CITY OF GALT - HOUSING CONSTRUCTION FEES

At present the City collects a combination of building inspection, utility connection and school impact fees when a new building is constructed. To illustrate current City fees, a new single-family house with three bedrooms and two baths occupying 1,400 square feet of floor area and a 450 square foot garage would pay the following fees:

GALT HOUSING ELEMENT CONSTRUCTION FEE COMPARISON (Assumptions: Residential = 1,400 sq.ft. living area + 450 sq.ft. garage area)

	Galt ¹	City of Sacramento
Permit Valuation		
Living Area	\$57/sq.ft.	\$46/sq.ft.
Garage Area	<u>\$17/sq.ft.</u>	<u>\$17/sq.ft.</u>
Total Permit Valuation	\$87,450	\$72,050
Permit Fee	\$ 961.96	\$492.00
Plan Check	\$ 480.97	\$245.00
Master Plan Check	--	\$123.00
Parcel Number Search	\$15.00	--
SMIP Fee (Seismic)	\$ 8.74	\$7.20
Sewer Fee	\$3,000.00	\$930.54
Water Fee	\$ 950.00	\$1,613.00
Capital Improvement Fees	\$2,695.00	--
Capital Acquisition and Replacement	\$25.00	--
School Impaction Fee (@ 1.58/sq.ft.)	\$5,138.00	\$2,212.00
Major Street Construction Tax	--	\$5,764.00
Residential Hot Water or Gas Stove and Range Fee (\$15.00 ea.)	--	\$15.00
TOTAL PERMIT FEE	\$13,274.67	\$11,401.74

SOURCE:¹ City of Galt, June 1991

In 1989, a comparative survey of 21 cities and 12 counties for a single family house with the same characteristics described above, found that seven cities had higher combined fees than Galt. The city with the highest fees, Roseville, totaled \$10,200. In addition to the fees that Galt charges, Roseville charges a sewer improvement fee (\$700), construction tax (\$490), park fee (\$430), and a traffic mitigation fee (\$980).

It is difficult for cities to influence the reduction of any of these cost components to housing development. However, appropriate programs could include:

- Use of low interest City-issued assessment bonds to assist developers in providing streets and public facilities at a lower cost than possible with private funds (The city has initiated 2 new assessment districts in 1990);
- Making residents aware of federal and State programs to assist low and moderate income home buyers as they become available and matching federal and State programs with developers and providing grant application assistance. The Rural California Housing Corporation Study commissioned by the City recommended that the City assist in the construction of new affordable units in this manner coordinated by a paid staff person or contracted firm; and
- Expansion of sewer and water systems in advance of need.

**Governmental
Constraints**

Local governmental constraints to housing include land use regulation, infrastructure provision, permit processing time, and whether or not available federal and State programs are utilized or available.

Land Use Regulation

Land use regulations include general plan policies and land use designations, subdivision and zoning regulations and building codes. In Galt, these land use regulations are generally not a constraint to development. They are not more restrictive than those in surrounding jurisdictions. In addition, the City has hired a consultant to rewrite its Zoning Ordinance in part to implement the recently adopted General Plan and this Housing Element. For example, the planned development overlay zone will emphasize clustering of units, transfer of density and density bonuses in order to allow a wide range of housing types. New parking standards are being developed. In the center of the City where non-conforming lots are found, a new overlay zone is being developed that will enable differing set back requirements and minimum lot standards from the underlying zone. This will enable small, infill lots that currently are not buildable to be developed.

Average processing time is not lengthy. In the Northeast Area processing time is three months because of the environmental clearance provided by the Specific Plan. Other subdivisions vary from six months to one year in processing time.

A significant portion of the City's undeveloped land is designated for single family or duplex units on 6500 square foot lots. This is a fairly small lot size and does not serve as a constraint to providing affordable housing. Set-backs and other site planning regulations are fairly standard. Zero lot line developments are allowed which can serve to reduce housing costs.

The amount of land designated for multi-family housing a typical measure of a city's ability to provide affordable housing. Within the planning area delineated, the following vacant lands are designated for varying densities of housing:

	Vacant Acreage	Dwelling Units	Units Needed 1990/96
Low Density Single-family lots Minimum lot size: 6500 sq. ft. Includes RA+R1 zones Actual buildout density expected: 3.6 du/gross acre	412	2472 du	1052 du
Medium Density Duplexes, Mobile Home parks allowed Minimum lot size: 5500 sq. ft. Actual buildout density expected: 6 du/gross acre	254	1524 du	604 du
High Density Maximum Density: 18 du/acre Actual buildout density expected: 13 du/gross acre	109	1417 du	996 du

Thus, the supply of adequately zoned land in Galt is not considered a constraint to the provision of affordable housing. This subject is discussed further in the Adequate Sites Strategy section of this Element. However, the City is seeing a number of R-3 zoned lands being used for R-1 type housing, largely because of the lack of financing available for multi-family projects as well as the low return rate on the investment relative to single-family developments. This problem could result in a critical shortage of multi-family units. One option would be to put a minimum as well as maximum density to R-3 zones.

Manufactured homes are another recognized means of providing affordable housing. Manufactured homes are allowed in Galt on single-family lots (as

required by State law) and in designated mobile home parks which are consistent with this General Plan's Medium Density and High Density Residential designations. There are currently 52 acres of mobile home parks within the City. This General Plan recommends an additional 20 acres of mobile home park zoning within Medium Density Residential designated areas.

Other recognized cost reducing techniques are allowed in Galt including the use of rolled curbs, carports rather than garages in multi-family developments, and use of the Uniform Building Code. No local revisions have been made to the UBC or other State standards.

The City's code compliance procedure has recently been upgraded via the hiring of a full time Code Compliance Officer but is not expected to be a constraint to housing affordability but rather a means of preserving affordable housing. Construction permit processing is not a hindrance to housing development in the City. The Building Department is located in an office within the Planning Department resulting in a "one stop" process. Processing time is not lengthy as discussed previously.

Overall, the City has not created hurdles to housing construction. However, there are areas where the City could create additional opportunities for reducing housing costs including the following:

- The City uses Sacramento County road standards. In many cases, a modification of these standards would reduce development costs without creating safety problems. For instance, narrower private roads in rural subdivisions serving less than 10 homes might be appropriate in some developments. In addition, many communities are allowing 26-foot paving widths on low traffic, local roadways (36 feet is required in the County standards). Many collector roads may be appropriately sized with a 36-foot paving width. These are aesthetically pleasing and level of service and safety are not lowered. Even narrower widths may be appropriate in special conditions such as loop roads and short cul-de-sacs.
- Under previous zoning regulations, granny flats were allowed only on R-3 zoned lots. A large portion of the older downtown area was zoned R-3 under the previous General Plan. However, this General Plan has changed the land use designations in the older neighborhoods to reflect their single family nature. In addition, according to State law, granny flats must be allowed in single-family zoned areas. The new Zoning Ordinance must be revised

consistent with this General Plan and the provision for granny flats in single-family zones should be included.

Infrastructure Provision

The City has kept pace with sewer and water needs and to date lack of capacity has not created a constraint to development. The sewage plant is currently being expanded to 3.0 mgd capacity, with additional expansion capabilities to 6 mgd. However, long range public facility planning should continue and growth trends monitored consistent with recommendations in the Public Facilities Element. Private developers contribute sewer hook up fees and are expected to provide lines and other infrastructure necessary to serve proposed projects. In some cases, undersized lines must be replaced or lines must be sized to serve future development in which case reimbursement agreements are used. This system should continue to ensure that sewer capacity will not be a constraint to housing development in Galt. In addition, Redevelopment Agency funds have been used to extend public facilities to key residential parcels and the Galt Industrial Park, greatly reducing costs to developers. The City should encourage these activities to continue and work towards provision of affordable housing in Redevelopment assisted areas.

Domestic water supply in Galt may at some time become a limiting factor in housing development. As discussed in the Public Facilities Element, surface water which will eventually serve the City will require a water treatment plant and is at least ten years to being a reality. In the meantime, if wells continue to deliver poor quality water, treatment plants will be required-adding to housing development costs. However, this is not expected to be a constraint to the development of housing in the City - adequate groundwater exists to support growth projected through the planning period (2005) with or without a surface water system.

The full range of public facilities needed to provide for projected growth in Galt are discussed in the Public Facilities Element. It is expected that implementation of the Public Facilities Element will ensure that the provision of services will not act as a contract to housing development in the City.

Use of Federal and State Programs

There are a number of State and federal housing assistance programs available. (See list at end of Housing Element policies.) In general, these types of subsidies are the only way a significant amount of housing can be made affordable to households in the very low and low income categories (46.9% of all Galt households in 1980 according to California State Department of Finance estimates). The market cannot provide new units in

these rent categories (up to \$625/month) without subsidy. Funding is often not consistent under some of these programs. In addition, processing applications for the funds can be difficult and for this reason many small cities do not utilize the programs. All of these factors create constraints to providing for affordable housing through these programs. The City is more likely to receive these funds if it participates in County-wide grant applications which it is currently doing. Galt is part of the County's yearly Community Development Block Grant application. It also participates in various Sacramento County Housing and Redevelopment Agency programs which are funded by State and federal programs. However, the Rural California Housing Corporation study commissioned by the City in 1990 noted that the City should request a greater CDBG allotment. In addition, the study recommended that a City Housing Coordinator be hired to ensure housing program implementation.

Galt Redevelopment Agency

The Galt Redevelopment Agency is a future source of affordable housing assistance funds. To date, the Agency has developed two projects - the Galt Industrial Park and the Galt Plaza. Bonds were sold on the assumption that the tax increment increase that would result would repay the bonds and eventually provide additional operating capital. When additional funds are available they can be used for a variety of projects including infrastructure provision and various development grants and loans. State law requires that 20% of redevelopment funds must be used to assist low and moderate income households. Future redevelopment projects are not clearly defined because of lack of funds; though \$60,000-\$100,000 yearly is available at this time. However, recent State law requires that Redevelopment Agencies yearly explain how these set-aside funds will be used to assist in the creation/retention of housing affordable to low and moderate income households. The City should begin to do this yearly prior to its annual Housing Element Progress report. Future revisions to the Redevelopment Plan must be consistent with the goals and policies of this Element as well as the Land Use Map.

Need for Advance Planning

As large-scale developments are proposed in Galt, an effort should be made to achieve a balance of housing types so that housing affordability targets can be met citywide.

The Northeast Area Specific Plan allows a mix of land uses which could provide for a variety of housing prices. R-3 and R-2 designations amount to 40% of the Plan area which should provide adequate opportunity for provision of low and very low income affordable rental units consistent with the Housing Allocation Plan. It will be critical to ensure that R-3 lands will actually be used for multi-family development. Some conversion of these lands to single-family residential has already occurred.

An area that could prove to work against achieving Housing Allocation Plan HAP targets is the large amount of R-1-C (6500 square foot lots) land use allocations which are typical of moderate priced housing developments. In both the Northeast Area and other areas of the City, developers most often request this type of zoning. The result could be an inability to meet above moderate income housing targets in the long run.

FUTURE HOUSING NEEDS

Total Need

The Sacramento Council of Governments has prepared a projection of population growth in Galt through July 1, 1996 including estimates of household income levels which should be provided for by appropriately affordable housing. SACOG is required by the State to prepare this Housing Allocation Plan for all jurisdictions within its area in recognition of the regional nature of the housing market and the goal of distributing housing types fairly throughout the County. According to these estimates, 2968 housing units will need to have been provided in Galt between 1989 and 1996 to meet projected needs. The allocation for Galt recognizes the fact that the City has traditionally provided more than its fair share of low and very low income housing. Thus, allocations in the low, and very low income categories target a slight percentage decrease.

SACOG REGIONAL HOUSING NEEDS ALLOCATION FOR GALT

Housing Units by Income Category	House- holds 1989	% of 1989 Total	Pro- jected % of		Household 1989-96 Increase	1989-96 Basic		Target Avg Year
			Hshlds 1996	1996 Total		% of Increase	Const. Need	
Very Low	760	29.2	1,480	27.6	720	26.0	772	110
Low	460	17.7	935	17.4	475	17.2	509	73
Moderate	466	17.9	1017	18.9	551	19.9	591	84
Above Moderate	913	35.1	1935	36.1	1022	6.9	1096	157
Total	2599	100%	5367	100%	2768	100%	2968	

SOURCE: SACOG Regional Housing Needs Allocation (441-5930), 1990

Galt's targeted 1989-1996 increase in housing units translates to an average of 424 units per year ($2968 \div 7$ yrs). However, in 1990, 316 units were added to the Galt housing stock, reducing the total need. All of these units are assumed to be in the moderate to above moderate affordability range since no subsidized units were constructed (1990 figures will be available in May, 1991).

GALT
UPDATE NEW CONSTRUCTION NEED TO "1989 TO 1996"

STEP 1: DETERMINE NET HOUSING UNITS ADDED IN 1989

3586 Housing units on January 1, 1990

-3270 Housing units on January 1, 1989

316 Decrease in New Construction Need

**STEP 2: DETERMINE CHARACTERISTICS OF
HOUSING UNITS ADDED 1989-1990**

New Units ¹	Potential Economic Group Served
301 ² Single-family units	Moderate- or above moderate-income households ³
2 multiplex units	Moderate-income households
13 mobile homes	Moderate-income households
0 multi-family units	

¹ Source: 1990 SACOG Housing Module

² Decreased by 1 demolition from 302 new units

³ 25% in Above Moderate category. Source: Rural California Housing Corp. Study, 1990

**STEP 3: DETERMINE NEW CONSTRUCTION NEED
1990 to 1996 by INCOME GROUP**

Income Group	Afford- able Rent	Construction Need ... 1989 to 1996...		Units Added ... 1989 to 1990 ..		Revised Construction Need ... 1990 to 1996 ...	
		Units	(%)	Units	(%)	Units	(%)
Very Low	0-\$390	772	(26.0)	0 ---		772	(29.1)
Other Lower to	\$625	509	(17.2)	0 ---		509	(19.2)
Moderate to	\$938	591	(19.9)	237(75%)		354	(13.4)
Above Moderate		1096	(36.9)	79 (25%)		1017	(38.3)
Totals	2968	(100%)	316	(100%)		2652	(100%)

FORMULA SOURCE: 1990 SACOG HAP.

Thus, the City is still not meeting its very low, low, and above moderate housing affordability targets. It should be noted that in recent months,

however, a majority of new housing units appear to be in the above moderate price range. As a result, the shortage of this type of housing may be reversing toward a trend to a difficulty in meeting moderate income targets. Recommendations throughout this Element and in the Policies/Programs section are intended to attempt to at least partially reverse this trend.

ADEQUATE SITES STRATEGY

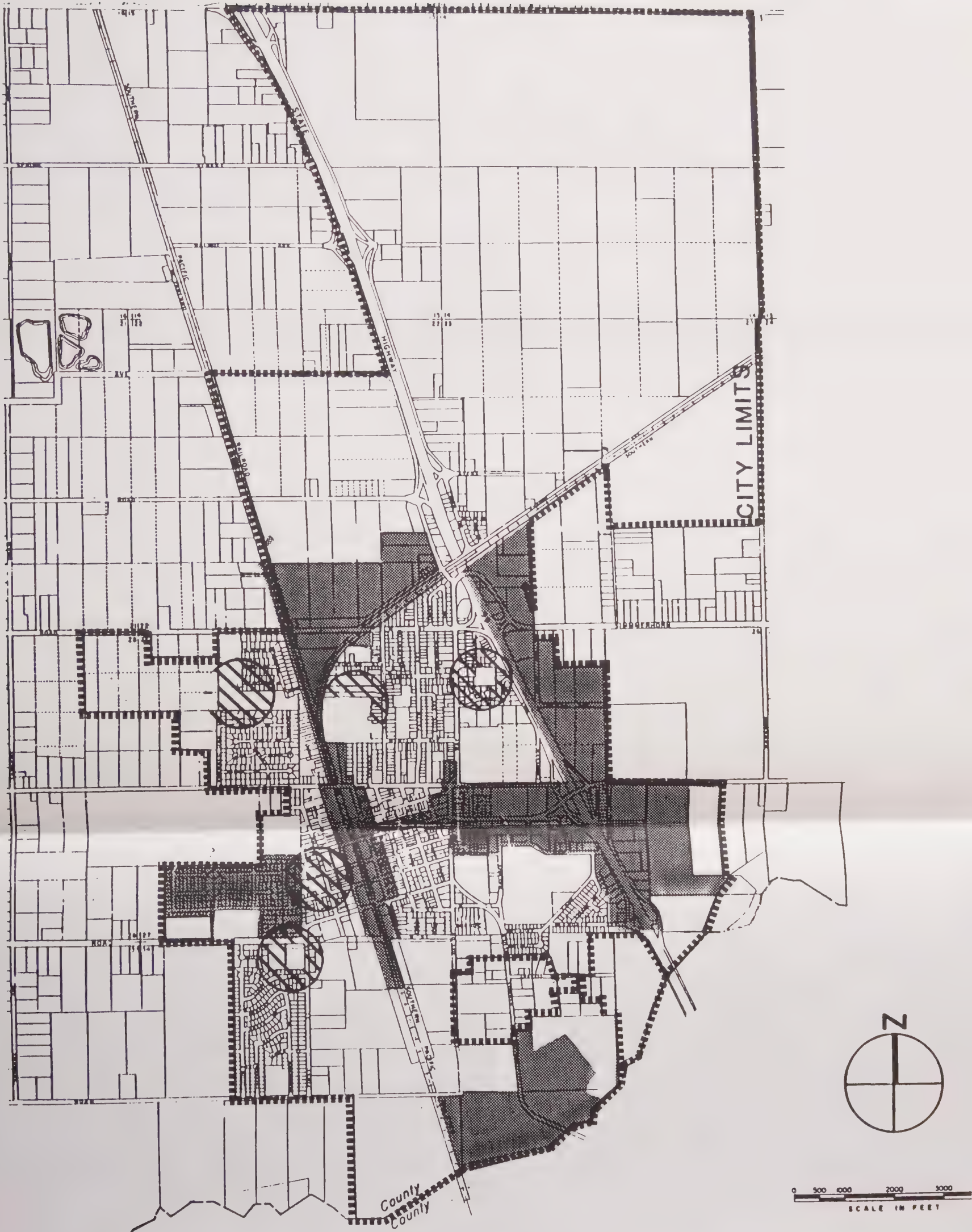
The following chart outlines the total amount of vacant acreage in the Plan area which this General Plan designates in the three housing densities which are expected to provide for housing affordable to moderate, low, and very low income households. It also shows the amount of land which is currently served by public facilities or could readily be served by public facilities. This includes the Northeast Area which will be served by public facilities and the area within the Directed Urban Development Line (existing City limits).

It is assumed that the Low Density designation will provide for above moderate and moderate income groups, the Medium Density designation will provide for moderate and to some degree low income groups, and High Density will additionally provide for the low and very low income groups.

VACANT RESIDENTIAL LAND INVENTORY¹ PER GENERAL PLAN

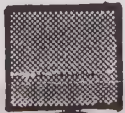
	Total # of Vacant Acres Acres (Units)		Acres Currently Served by Public Facilities or Readily Served: Developable Immediately Acres (Units)		Units Needed 1990-96 by 1996
Low Density (6 du/ac min) (3.6 du/gross ac avg expctd) <i>includes second units & single unit infill</i>	412	(2472 du)	312	(1404 du) (Does not include RA or R-1-B lands 4.5 avg used)	1052du(39%)
Medium Density (8 du/ac gross min) (6 du/ac avg expected) (includes mobile homes)	254	(1524 du)	148	(888 du)	604du(23%)
High Density (18 du/ac gross) (13 du/ac avg expected)	109	(1417 du)	57	(741 du)	996du(38%)
					2652du

¹1990 Housing Element Inventory minus newly constructed/under construction acreage on 1991 City project list.



Source: Final E.I.R. for the Galt
Redevelopment Project (1982)

Prepared by the ENVIRONMENTAL IMPACT SECTION of the
SACRAMENTO COUNTY PLANNING AND COMMUNITY
DEVELOPMENT DEPARTMENT
for the CITY OF GALT



Redevelopment area



In-fill sites downtown

CITY OF GALT

GENERAL PLAN Planning Concepts

AVAILABLE POTENTIAL SITES APPROPRIATE
FOR LOW AND MODERATE COST HOUSING

These acreage totals will provide for target levels of each housing type. It should be noted that the City's Zoning Map will need to be made consistent with this General Plan within two years of adoption (1992).

**Potential
Sites
Immediately
Available for
Housing**

As discussed above, a significant portion of the land designated residential is immediately available for development and could provide for the 1996 projected need. These are sites which are either already served by sewer, water, and roads or are immediately adjacent to these facilities.

These immediately available lands as well as specific programs proposed in this Housing Element are expected to provide for the housing needs projected in the City by 1996. However, it should be noted that the most recently constructed and approved projects (totalling approximately 5200 units) in the City fall into the following categories and do not meet the affordability targets.

	Approved	1990-96¹ Target
Single Family	79%	39%
Multiple Family	10%	38%
Duplex or Halfplex	11%	23%

¹ The Quantified Objectives chart on the following page results in these target % for the various types of residential units listed.

SOURCE: 1991 Galt Planning Dept. Project List
Statutes Codes 1-7,10

**Specific
Quantified
Objectives**

The following quantified objectives outline more specifically how the City can work towards meeting housing needs.

**QUANTIFIED OBJECTIVES FOR CREATION
OF NEW HOUSING UNITS 1990-1996
(Minimum # Units)**

	General Plan Designation	Proposed Consistent Zoning	Very Low	Low	Moderate	Above Moderate	Total
New, Low Density Housing (approx. 789 Currently approved or recently built)	RA and Low Density	RA R-1-A R-1-B R-1-C				789	789
New, Low Density Smaller lot (approx. 2545 Cur- rently appvd)		R-1-C			329	228	557
New, Medium Density (approx. 532 Cur- rently appvd or recently blt)	Medium Density	R-2 or R-2(MH)		240			240
New, High Density Housing (578cur- rently apvd or recently blt)	High Density	R-3 or R-3(MH)	757 ¹	239			996
Mobile Homes in Existing Parks	Medium Density	MH			7		7
New Mobile Hm Parks	Medium Density	MH		20	8		28
Second Units	RA and Low Density	CUP Allow. in RA + R-1	15	10			25
Single Unit Infill RA	Low Density Medium Density	RA, R-1-A R-1-B R-1-C, R-2			10		10
Single Room Occupancy Units	High Density or Commercial	R-3 or C or NC					
Total Target # (Total Target %)			772 (29.1)	509 (19.2)	354 (13.4)	1017 (38.3)	2652

¹ Section 8 certificates, density bonuses, or other regulatory concessions will probably be necessary to create units in this category.

Though adequate sites to meet these objectives are available, the number of R-1-C (6500 square foot lots) development proposals with tentative subdivision map approvals (2545 units) point toward a potential shortage in meeting targets for low, very low, and above moderate income priced housing. However, recent homes on R-1-C lots have been selling for \$112,500, which is within the range for above-moderate income priced housing. If this trend continues, goals will be met for above-moderate income housing and the City may experience difficulties in achieving moderate income housing targets. In addition, only approximately 578 multi-family units (11% of total approved units) have been recently approved or constructed based on the City's 1991 project list (Codes 1-7, 10). Thus, it is not likely that the multi-family target of 996 units will be met through 1996. The City should attempt to make up these moderate income and multi-family housing shortfalls as new major subdivisions and PUDs are proposed - a balance of land uses should be the goal in these planned communities. This review of individual development to meet target affordability categories is the most important role the City can play in providing for housing needs in Galt. In addition, actively encouraging the alternative housing strategies of this Element would help make up this shortfall. These alternative strategies include infill high density housing, the creation of granny flats, and the use of federal and State funded housing programs when available.

Rehabilitation and Conservation of Existing Housing

In addition to the creation of new housing, Galt's existing affordable older housing must be retained as discussed previously in this Element. Quantified objectives for programs recommended in this Element follow.

TARGETS FOR REHABILITATION OF EXISTING HOUSING 1991-1996

	Low	Very Low	Moderate	Total
Rehabilitation	59	59	59	179 ¹
Weatherization	59	59	59	179 ¹
Preservation of at Risk Subsidized housing	42	42		84

¹ This represents 50% of the units rated as substandard by the 1990 Rural California Housing Corporation Study.

Rehabilitation assistance programs are coordinated by the County Housing and Redevelopment Agency (phone: 440-1350). Two excellent programs are available. The single family owner occupant program loans funds for

rehabilitation up to \$33,500 over 20 years at 4%. Applicant must be within 80% of median income. Galt homeowners with the following maximum income levels would be eligible:

Family of:	1990 4% Rehab Loan Eligibility
1	\$21,000
2	\$24,000
3	\$27,000
4	\$30,000
5	\$31,900
6	\$33,750
7	\$35,650
8+	\$37,500

(SCHRA updates this yearly 440-1350)

Nine percent loans are available for households between 85% and 95% of median income. Two of these loans were made in Galt in 1987 and none in 1988 and 1989. As the 1990 Rural California Housing Corporation Study noted, a City Housing Coordinator would help ensure that Galt residents are aware of these programs which are now underutilized. Two other programs funded by CDBG and administered by the Sacramento Housing and Redevelopment Agency (SCHRA) are available to Galt residents - Energy Retrofit Grants and Emergency Repair Loans. One Retrofit grant was obtained by a Galt resident in 1990 (\$4,900) and three Emergency Repair loans were obtained by Galt residents in 1990 totalling \$2,900 (one in 1989). Rental rehab loans are available to landlords through SCHRA at zero percent interest over 15 years and are also funded in part by CDBG funds. \$500/unit can be loaned but must be matched by an equal amount from the property owner. Rents after rehab must be affordable to lower income households; none of these loans were made in Galt in 1987. Another program which is currently available is the mortgage tax credit program which enables qualifying home buyers to receive special income tax credits to effectively reduce their housing costs. The City should consider joining with the County in future applications to this program to better the chances for funding. The City has recently joined with Sacramento County in a low interest first-time home buyers program which will be available in the Morrison Homes and Hal Porter subdivisions, as well as through various lenders in Sacramento County for new and older homes throughout the City.

In general, the City should seek to participate in overseeing the agency's activity in Galt and seek its aid in implementing Galt's Housing Element. The City should periodically evaluate the SCHRA's effectiveness in implementing the Housing Element and in adequately representing Galt. This would be

most appropriate during yearly CDBG application preparation by the County. The County is better equipped to coordinate housing programs and the City should continue to use their services. However, as recommended by the Rural California Housing Corporation study, a City Housing Coordinator would better ensure maximum utilization of these programs by City residents. The City's Code Enforcement Officer can assist in this area.

Other programs suggested within this element also relate to housing supply and affordability, but their results are not easily quantified. Programs such as design review for energy efficiency will play a role in keeping housing costs down and should not be underrated because of lack of a quantifiable objective in this element.

POLICIES/IMPLEMENTATION

The Galt Housing Element was adopted in May, 1990 as part of the adoption of the full General Plan and was certified as adequate by the State Department of Housing and Community Development. This 1991 updated Element report is intended to satisfy the yearly implementation progress report called for in the Housing Element. In addition, it is intended to satisfy the State required Housing Element update. Each City in the State has a scheduled Housing Element update; Galt's is due in July, 1991.

SUMMARY - CHANGES WHICH HAVE OCCURRED SINCE 1990 ADOPTION / PROGRESS IN IMPLEMENTING 1990 HOUSING ELEMENT

Some changes have occurred in the City related to housing issues since adoption of the Housing Element and since much of the data was collected in 1988 and early 1989. The following summarizes the critical trends/changes:

Growth Rate - The City's annual growth rate had been fairly modest through 1989 (2.8 to 5.7% between 1987 and 1989). However, in 1990 the City grew 12.9% in population. This growth rate was consistent with projections but still represents a large gain.

Minority Population - The City's Hispanic population has increased by 5% (from 19.8 to 24.6%) of the population since the

1980 Census, a greater increase than the State's overall increase of 3%.

Assessed Housing Values - Average housing unit assessments are up but are still some of the lowest in the area (from \$57,327 to \$60,272 between 1989 and 1990). New low-end homes being constructed now sell for approximately \$130,000 to \$138,000 in comparison to \$70,000 to \$100,000 in 1988.

Code Compliance Officer Hired - As recommended in the 1990 Housing Element, a full time Code Compliance Officer has been added to City staff. This will assist in meeting housing rehabilitation goals.

Housing Condition Survey Completed - During 1990 the City commissioned a more detailed Housing Condition Survey than was included in the Housing Element. It was prepared by the Rural California Housing Corporation and focused on the Redevelopment area. It included a number of recommendations toward the next steps the City should take in actively participating in housing rehabilitation and assisting in the creation of lower income housing. This study represents a large forward step towards meeting 1990 Housing Element goals in the areas of new construction and rehabilitation.

Single-Family Housing Ratio Up - The ratio of single-family housing is up 3% since 1990. A potential shortage of multi-family housing was noted in the 1990 Housing Element also.

Unemployment Rate Up - Figures are not available from the City alone, but County unemployment rates have risen from 5.3% in 1988 to 6.9% in 1991 which has an impact on ability for households to pay for housing.

Mitigation / Construction Fees Up - These fees have been revised since 1989 from \$7,000 to \$13,275 for an average sized house.

Vacancy Rates Down - Vacancy rates have decreased from 1990 from 6.2% to 4.4%.

Affordable Housing Targets Not Being Met - The annual middle income affordable housing target for the City was 32.2%. However, since 1988 approximately 75% of the units constructed

have been in this price range, creating an unmet need in the very low, low, and upper income affordable units, as described in more detail below:

Between January 1, 1987 and January 1, 1990, Galt did not meet its housing affordability targets as set forth in the 1990 Housing Element:

<u>Income Category</u>	<u>1987-91 Target</u>	<u>Units Actually Built</u>
	Units Req'd	Units Built
Very Low	23.8%	0%
Low	4.1%	0%
Moderate	32.2%	76%
Above Moderate	39.9%	24%

Since the adoption of the Element in May, 1990, targets have also not been met. Though data is not available on the number and type of units constructed in 1990 the list of approved and very recently constructed or under construction units is estimated as follows:

<u>Income Category</u>	<u>1987-91 Target</u>	<u>Units Recently Constructed, Under Construction, or Approved</u>
Very Low	23.8%	0%
Low	4.1%	17% (1/2 of multi-family & duplex units)
Moderate	32.2%	60%
Above Moderate	39.9%	33%

The new SACOG Housing Allocation Plan which created 1989-1996 targets which are used in this 1991 update of the Housing Element recognizes these shortfalls.

City Concessions Used to Assist Two Projects. Since the adoption of the 1990 Housing Element, the City has assisted two affordable housing projects with regulatory concessions. Fees were waived for an elderly housing project. In addition, the Greenwood subdivision of 23 homes with the City targeted three bedrooms affordable to low and moderate income households was assisted by:

- Reduced infrastructure standards
- Postponed time of fee payment
- Variation of zoning standards

RECENT CHANGES IN THE HOUSING ELEMENT LAW / POLICY IMPLICATIONS

A number of recent changes in Housing Element Law require attention in this 1991 update:

1. Chapter 1439, Statutes of 1990, prohibits local agencies from disapproving low- and moderate-income housing developments, or from conditioning project approval in a manner which would make the project infeasible for development, unless certain findings are made. A policy to this effect is recommended for inclusion into this 1991 updated Housing Element (See Policy 1b).
2. Chapter 1140, Statutes of 1989, requires the housing program of a housing element to include, by January 1, 1990, a description of the use of moneys in a Redevelopment Agency's Low and Moderate Income Housing Fund if the locality has established a redevelopment project area pursuant to the Community Redevelopment Law (See Policy 6b).
3. Chapter 842, Statutes of 1989, amended State density bonus law (Government Code Sections 65913.4, 65915, 65916, and 65917) by providing for additional local incentives for affordable housing units and strengthening income targeting requirements, among other changes (See Policy 7).
4. Sites for transitional housing must be identified.
5. Government Code Section 65583 requires each city and county to adopt analysis and programs for preserving assisted housing developments in their housing elements by January 1, 1992. The following discussion is intended to meet this requirement:

Introduction

Government Code Section 65583 requires cities to adopt analysis and programs for preserving assisted housing elements by January 1, 1992. Critical to this is the identification of "at risk" subsidized housing - or assisted housing which may be in danger of reverting to market rate housing in the next ten years because the owner may wish to withdraw from its government subsidy program.

In Galt, there are two government assisted housing projects - Sunset Apartments and Palm Gardens. Both are eligible for withdrawal from their subsidy programs within the next five years. However, only the Palm

Gardens is considered truly "at risk" at this time. The Sunset Gardens owners have stated that they have no interest in withdrawing from their subsidy program.

Both housing developments are discussed below.

Period of Analysis

The periods of analysis within this discussion are:

July 1, 1991 to June 1996 and
July 1996 to June 2001

Projects with Affordability Controls

Two rental projects in Galt have below market rate rents due to government subsidies as identified by an inventory prepared by the California Housing Partnership. The source for the inventory was the HUD MIDLIS and MIS databases. The City and the Concilio know of no other subsidized units:

<u>Sunset Gardens</u>	<u>Palm Gardens</u>
254 Palin Avenue Galt, CA 95632 (209) 745-1862 Owner: Petra Wutzke	701 A Street Galt, CA 95632 Owner: J.D. Burpo 960 Fulton Ave. Sacramento, CA 95825 Management: FPI Neil Socquet 929-3636
FHA Mortgage Contract Could withdraw from subsidy program as early as June 1994. Ability to extend sub- sidy 20 years at that time Total subsidized Units: 54, 1 bdrm elderly units (700 sq.ft. each)	FHA Mortgage Contract Rental Housing Could Withdraw from subsidy program as early as June 1994. Ability to extend subsi- subsidy 5 years at that time Total subsidized Units: 32 units: 16 - 1 bdrm (700 sq ft) 16 - 2 bdrm (800 sq.ft.) Rent: \$200/month (approx)
Includes Section 8 program also. Due to expire 12/16/92 but re- authorization through 1997 has been approved.	No section 8 certificates receive according to FPI

Sunset Gardens

Palm Gardens

**Notice of
Intent to
Terminate
Affordability
be Filed?**

The owners have not and are not planning to file a Notice of Intent to Terminate affordability controls within the next 10 years (Mona Gibson, Personal Comm. June 1991)

The owners may file a Notice of Intent to terminate affordability controls in January, 1993 for release in 1994. Market rate rents would then be charged.

**Potential for
Loss of
Affordability
Controls**

1991 - 1996
Very Minimal Risk
1996 - 2001
Very minimal risk

1991 - 1996
Considered at risk
1996 - 2001
Considered at risk

**Cost to
Reserve/
Replace
Housing****1991 - 1996**

Though the owners of this complex have not expressed an interest in withdrawing from their subsidy program, they do have the option to withdraw during this period and, as a result, costs are discussed for informational purposes.

According to the Galt Building Department, replacement value is \$1,368,000.

Preservation of the units would be less costly than replacement because of the greater costs of new construction. It is estimated that the purchase price of these units would be approximately \$1,560,000 (Tim Haley, Realtor, Personal Communication, June 1991).

1996 - 2001

Same as above.

The local agencies/groups capable of managing the projects and maintaining the affordability controls are:

- The Galt Redevelopment Agency
(Not interested in acquiring at this time due to lack of staff expertise)
- The Galt Concilio

1991 - 1996

According to the Galt Building Department, replacement value is \$2,154,000.

Preservation of the units would entail purchase of the units. It is estimated that purchase price would be approximately \$900,000 (Tim Haley, Realtor, Personal Communication, June 1991.) This is less costly than replacement because of the greater costs of new construction.

1996 - 2001

Same as above.

The local agencies/groups capable of managing the projects and maintaining the affordability controls are:

- The Galt Redevelopment Agency
(Not interested in acquiring at this time due to lack of staff expertise)

Sunset Gardens

Potential Agency Options	The Rural California Housing Corp.
Potential Funds For Acquisition	<p>The following funds are potentially available to be used to acquire these developments in order to ensure continued affordability controls:</p> <ul style="list-style-type: none">- Galt Redevelopment Agency Housing Set Aside Funds- Approx. \$60,000/year could be used to assist in conjunction with other programs.- Renewal of HUD Section 231 Loan- Affordable Housing Program- Federal Home Loan Bank of San Francisco; full purchase price would be available.- CDBG Funds - Lead time for obtaining these funds would be longer than the loan programs. Full purchase price would probably not be available, but partial funds could be used to assist in conjunction with other programs. <p>Thus, funds are available if any of the identified agencies/groups choose to exercise the option.</p>

Quantified Objective for At risk Units to be Pre-served	1991 - 1996 52 (all Sunset Apts Units) 1996 - 2001 Same
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Palm Gardens

The Rural California Housing Corporation.
<p>The following funds are potentially available to be used to acquire these developments in order to ensure continued affordability controls:</p> <ul style="list-style-type: none">- Galt Redevelopment Agency Housing Set Aside Funds- Approx: \$60,000/year could be used to assist in conjunction with other programs.- Renewal of HUD Section 236 Loan- Affordable Housing Program Federal Home Loan Bank of San Francisco. Full purchase price would be available.- CDBG Funds - Lead time for obtaining these funds would be longer than the loan programs. Full purchase price would probably not be available, but partial funds could be used to assist in conjunction with other programs. <p>Thus funds are available if any of the identified agencies/groups choose to exercise the option.</p>

1991 - 1996 32 (all Palm Gardens Units) 1996 - 2001 Same

Programs to Preserve Affordability at Risk Units

Sunset Gardens

Maintain contact with owners of Sunset Apartments yearly prior to General Plan implementation progress report to determine whether or not at risk status has changed. Institute programs described at right if needed.

Palm Gardens

If Notice of Intent to withdraw from subsidy is filed, the City should actively seek interested purchasers who would agree to continued participation in the subsidy program including:

- The Galt Redevelopment Agency
- The Galt Council
- The Rural California Housing Corporation

Hiring of a Housing Coordinator as recommended in this Element would ensure staffing available to carry out this effort.

At risk status of this development should be discussed yearly at the annual General Plan implementation progress report session.

OTHER POLICY LIMITATIONS FOR 1991 UPDATED HOUSING ELEMENT

The City's progress in implementing specific Housing Element goals and policies is discussed in the detailed progress report. However, in general, the following policy changes/additions are indicated from the changes seen to date and are included in this updated Element:

- Stricter adherence to target affordability goals is needed via methods such as mandatory inclusionary zoning and/or greater use of federal/State funding assistance (see Policies);
- An increase in housing construction, purchase, and rehabilitation programs available to assist very low and low income households is needed. A number of programs were recommended in the 1990 Housing Element but lack of staff has made progress on them impossible. The recent Rural California Housing Corporation Study commissioned by the City recommended the hiring of a Housing Coordinator or a firm to perform this function (see Programs 6a and 6b).

- Downtown Study Area 20% set aside funds for low and moderate income housing assistance should be earmarked for such programs and the programs should be delineated yearly by the Agency. The 1991 list should be incorporated into this updated Element prior to final adoption. Participation by the Redevelopment Agency in low/moderate income housing programs was also recommended in the 1990 Housing Element (see Policy 6b).
- R-3 zoned land needs to include a maximum as well as minimum density allowed to ensure its use for multi-family units (see Policy 1a and Land Use Element Policy 31).
- A Fair Housing referral program is needed. The City's minority population is increasing. (The City does not currently have an equal housing opportunity program for promoting fair housing and handling complaints. If complaints were received now, they would be referred to the Concilio.)
- Until the Planning Department staff makes detailed inclusionary zoning policy and implementation recommendations, the City should continue to work with developers on a case-by-case basis in determining regulatory concessions which would assist in attaining low and moderate income household affordability.

HOUSING ELEMENT POLICIES AND IMPLEMENTATION PROGRAMS

Subject/Policies		Implementation Programs		Responsibility/Funding		Proposed Timing	
Provision of Adequate, Very Low, Low, Moderate, and Above Moderate Income Housing							
1. Adopt land use designations and zoning which allows for opportunity to meet target objectives.		1. The following land use designations and zoning categories will provide for targeted needs as shown:		1. City Council / Planning Department		1	Adoption of General Plan; revision of Zoning Ordinance within 2 years
QUANTIFIED OBJECTIVES FOR CREATION OF NEW HOUSING UNITS 1990-1996 (Minimum # Units)							
	General Plan Designation	Proposed Consistent Zoning	Very Low	Low	Moderate	Above Moderate	Total
New, Low Density Housing (approx. 789 Currently approved or recently built)	RA and Low Density	RA R-1-A R-1-B				789	789
New, Low Density Smaller Lot Housing (approx. 2545 recently appvd)	Low Density	R-1-C			329	228	557
New, Medium Density (approx. 532 Currently appvd or recently blt)	Medium Density	R-2 or R-2(MH)		240			240
New, High Density Housing (578 currently apvd or recently blt)	High Density	R-3 or R-3(MH)	757 ¹	239			996
Mobile Homes in Existing Parks	Medium Density	MH			7		7
New Mobile Hm Parks	Medium Density	MH		20	8		28
Second Units	RA and Low Density	CUP Allow. in RA + R-1	15	10			25
Single Unit Infill RA	Low Density Medium Density	RA, R-1-A R-1-B R-1-C, R-2			10		10
Single Room Occupancy Units	High Density or Commercial	R-3 or C or NC					
Total Target # (Total Target %)			772 (29.1)	509 (19.2)	354 (13.4)	1017 (38.3)	2652

¹ Section 8 certificates, density bonuses, or other regulatory concessions will probably be necessary to create units in this category

Subject/Policies	Implementation Programs	Responsibility/Funding	Proposed Timing								
1a. Any downzoning approvals shall be conditioned on developer compensation for loss of affordable units.	<p>1a.1 Possible compensation methods:</p> <ul style="list-style-type: none"> - Land donation of other lands to City - Developer construction of affordable units on another site. <p><u>NOTE: Method/financing shall be finalized prior to final map approval on the down zoned site.</u></p> <p>1a.2 Minimum housing density in High Density Residential designated areas shall not be below 13 units per gross acre (0.0769 sq.ft./unit)</p>	a. Planning Department / Planning Commission/ City Council	a. Ongoing.								
1b. The City shall not disapprove low- and moderate-income housing developments or condition project approvals in a manner which would make the project infeasible for development without findings consistent with California Government Code Chapter 1439, Statutes of 1990.		1b. Planning Department/ Planning Commission/ City Council									
2. Strongly encourage planned unit development or specific plans containing innovative planning approaches which maximize the use of parcels and mixed densities while preserving trees, aesthetics, rock outcrops, scenic views, public open spaces, and other important features and result in mixed housing densities and housing affordability levels to meet City goals.	<p>2a. Zone large parcels adjacent to Dry Creek and other special natural features, within the Downtown Study Area, and adjacent to roadways with impacting future noise contours for Planned Development or Specific Plans.</p> <p>b. Specify housing type target mix within these areas consistent with City targets above and allow developers to use innovative approaches to meet the mix, such as:</p> <ul style="list-style-type: none"> - Clustering of units - Transfer of density - Density bonuses <p>c. Target rental/owner mix in these areas should be 55%-45%. Target household income affordability mix should be:</p> <table> <tr> <td>Very low</td><td>24%</td><td>Low</td><td>4%</td></tr> <tr> <td>Moderate</td><td>32%</td><td>Above Moderate</td><td>40%</td></tr> </table> <p><u>Source: Policy 1 Quantified Objectives Chart</u></p>	Very low	24%	Low	4%	Moderate	32%	Above Moderate	40%	2. City Council (a-b) and Planning Department	2. Within 2 years of General Plan adoption
Very low	24%	Low	4%								
Moderate	32%	Above Moderate	40%								
3. Review progress toward meeting housing affordability targets and implementation of each housing policy.	<p>3a. Tabulate housing starts in each affordability category and compare to targets. Building permit and development applications should be revised to request proposed rent or sales cost information.</p> <p>b. Prepare chart describing progress on each housing policy.</p>	3. Planning Department/ Building Department City Council (a-b)	3. Yearly during General Plan progress report, approximately February 1 (a-b)								
4. Review all housing proposals for consistency with housing targets.	4. Include request for breakdown of housing in relation to affordability levels proposed on appropriate development applications and building permits including individually developed single-family homes. This information should also be used to assist in the year progress report combined with the yearly SACOG Housing Module.	4. Planning Department/ Building Department	4. Upon adoption of General Plan								
5. The City shall work towards ensuring that all residential developments meet housing affordability targets.	<p>5a. City shall develop an inclusionary zoning policy and implementation strategies. The policy and strategies may include but shall not be limited to:</p> <ul style="list-style-type: none"> - Donation of land to the City to be offered to other developers in the future to provide the target units by type/cost. (City land banking) 	5a. Planning Department	5a. Program to be adopted by January 1, 1993 case by case negotiations until that time.								

- A fee in lieu of target housing development which will allow development of affordability targets elsewhere in the City by covering the cost "gap" between market rate construction and targeted affordable construction.
- Use of City, County or State loan/grant programs. (See Implementation Programs 6)
- Potential lowering of development fees or waiver of fees until building permit issuance to low and very low income household affordable units.
- Methods of assuring the long-term affordability of units produced under this program.
- The inclusionary requirement should be mandatory, and should apply to all new construction, rental as well as ownership developments. The City should determine what project size could result in infeasibility and an appropriate in lieu fee for these smaller projects.

Prior to a specific policy and implementation strategies being developed, City staff shall evaluate each development or project for conformance with housing targets.

- 6a. Consider hiring a Housing Coordinator or firm to implement affordable housing programs listed in the Housing Element.
- b. A portion of the State mandated 20% set-aside funds from the tax increment received within the Galt Downtown Study Area should be used for housing rehabilitation. This 20% amount currently totals approximately \$60,000-\$100,000 per year. (Rural California Housing Corporation Study, 1991). Consistent with California Government Code Chapter 1140, Statutes of 1989, the description of the program for use of money's in the Redevelopment Agency's Low and Moderate Income Housing Fund follows:
- a. Rehabilitation of at-risk units
 - b. Senior housing
 - c. Write-down of City fees to assist new construction of affordable housing.

6. Planning Department/
Housing Coordinator (a-f)

6a-f Hire Housing Coordinator or appoint responsible staff person by 1993 to begin implementation of these programs.

6. Utilize available federal and State housing construction and rehabilitation programs geared towards Galt's particular needs when available as well as create new City programs.

Proposed Timing

<p>7. Consistent with Section 65917, 65915 and 65914.3 of the California Government Code when a developer of housing agrees to construct at least (1) 20% of the total units of a housing development for persons and families of lower income, as defined in Section 50093 of the Health and Safety Code, or (2) 20% of the total units of a housing development for lower-income households, as defined in Section 50079.5 of the Health and Safety Code, or (3) 50% of the total dwelling units of</p>	<p>c. The yearly CDBG funding is an important part of Galt's housing program. The City should actively participate in the County's packaging of the grant application to ensure that it reflect's City housing goals.</p> <p>d. Make residents aware of and assist them in obtaining funds from programs already available to them including the following which are discussed in more detail in the Rural California Housing Corporation Study:</p> <ul style="list-style-type: none"> - California Housing Rehabilitation Program for Owner-Occupied Housing (CHRP-O) - FmHA 502 Loans (to buy, build, or purchase homes) - Section 8 rental certificates - Concilio programs - FmHA 504 Loans and Grants (for basic health and safety improvements) - Weatherization Program - CHRP-R (Seismic retrofit loans for low-income rental housing) - HUD Rental Rehabilitation (Loans to owners of low and moderate income rental property) - Farmworker Housing Grant Program - FmHA Section 533 - Rural Housing Preservation Grants. (To assist very low- and low-income rural homeowners in rehabilitating their housing.) - Tax credits <p><u>New Construction</u></p> <ul style="list-style-type: none"> - Rental Housing Construction Program - FmHA 502 Loans - Self Help Housing Program - FmHA Section 515 - Rural Rental Housing Loans - FmHA Section 514/516 - Farm Labor Housing Loans and Grant <p>e. A pamphlet describing these programs should be prepared.</p> <p>f. Additional Section 8 rental certificates should be requested for the City.</p>	<p>6. Hire Housing Coordinator by 1993 or assign responsibility to existing staff to begin implementation of these programs 6(a-f)</p>	<p>7. Within 1 year of adoption of Housing Element</p>
<p>7. Incorporate this allowance into all of the residential zoning district texts. The alternatives to density bonuses could include reduced site planning standards, parking requirements, or the use of a Planned Development zoning overlay to allow clustering of development and thereby reduce development costs.</p>	<p>7. City Council</p>	<p>7. Within 1 year of adoption of Housing Element</p>	<p>7. Within 1 year of adoption of Housing Element</p>

Subject/Policies	Implementation Programs	Responsibility/Funding	Proposed Timing
a housing development for senior citizens shall either (1) grant a density bonus of 25% or (2) provide other incentives of equivalent financial value. Because the City has provided for an adequate supply of small lot single family, medium density, and high density land and because of a concern that public facilities not be overburdened it is expected that other incentives will be the priority of density bonuses.			
7a. Encourage infill development.	7a. Allow development of existing non-conforming small frontage lots via Zoning Ordinance update.	7a. Planning Department/City Council	7a. Within 2 months of revised Zoning Ordinance adoption
8. Encourage developers to utilize innovative approaches to providing affordable housing in the City.	8. A pamphlet should be prepared geared to realtors and small and large housing developers which summarizes the revised Zoning Ordinance's features aimed at promoting affordable housing in Galt including lot sizes, density bonuses, PD zoning, etc.	8. Planning Department	8. Within 2 months of zoning ordinance adoption
8a. The City shall prepare a plan to preserve "at risk" subsidized housing when subsidies are within 5 years of expiring. (Government Code Section 65583)	8a. The plan recommended within this Element is within pages F-73, F-74, a-d.	8a. Planning Department/City Council	8a. Report at yearly Housing Element Progress report
Housing Conservation and Rehabilitation			
9a. Utilize available federal and state financing and subsidies including participation in the County's CDBG grant request early.	9a. See Program 6d. Housing Coordinator shall select from programs listed in Program 6d and the RCHC study at least one per year.	9a. Housing Coordinator	9a. Yearly during Housing Element progress update February 1
b. Encourage both owner and renter-occupied housing rehabilitation.	b. Currently available under CDBG program through Sacramento Housing and Redevelopment Agency: - Low interest homeowner rehab loans - Low interest rental rehab loans	b. City Council/Planning Department	b. Yearly during housing element progress update, February 1
10. Conduct a vigorous code enforcement program.	10. Continued work of Code Compliance Officer.	10. Building Department Continued funding of Code Compliance Officer	10. Ongoing.
a. Continue to support and work with Concilio in its efforts.	a. Consider use of a temporary shelter voucher in case of temporary displacement as a result of code violations and unsafe living conditions.		
Migrant Farm Workers			
11a Overall attention to provision of adequate affordable housing.	11a See Policies 1-8	11a See Policies 1-7	11a See Policies 1-8
b. Continue to support Concilio programs	b. N/A	b. City Council	b. Ongoing

Subject/Policies	Implementation Programs	Responsibility/Funding	Proposed Timing
Elderly Households			
12. Allow second residential units, under a Conditional Use Permit or Administrative Permit in single-family zones.	12. Inclusion in updated Zoning Ordinance in R-A, and all R-1 zones.	12. City Council/Planning Department	12. Within 1 year of Housing Element adoption
13. Support construction of elderly housing.	13a Allow density bonuses for elderly housing in new Zoning Ordinance.	13a Within 1 year of Housing Element adoption	13a Within 1 year of Housing Element adoption
	b. Take advantage of federal and State programs when available. (See Program 6a)	b. City Council	b. Ongoing
Homeless/Migrant Workers/ The Elderly			
14. Provide for single-room occupancy and studio type living arrangements when it can be demonstrated that they will be utilized by the homeless, elderly, or migrant workers.	14. Allow for mixed use zoning in an already zoned Commercial area to include residential of 20% or more if the units are single room occupancy or studio type units available and affordable to low and very low income migrant workers and elderly persons (as provided for in Section 65913.4 of the California Government Code). Incorporate this allowance into Commercial and Neighborhood Commercial zoning.	14. City Council/Planning Department	14. Ongoing
15. Continue to support the Concilio in its efforts.	15. Request that the AFD's temporary housing voucher program be administered in Galt.	15. City Council/Planning Department	15. Yearly report - February 1
15a Provide for permanent transitional and emergency housing shelters to meet this need in the City.	a. Provide as Conditional Use in Commercial - Residential Zone in Zoning Ordinance update.	15a Planning Department/City Council (adoption)	15a By January 1, 1992
15b Provide City buildings for temporary shelter when need is acute.	b. Utilize Civic Center building when emergencies arise which put people out of their home in acute need situations such as fires, earthquakes, other disasters, code compliance evictions, etc. where a number of people are affected.	15b City Council	15b When need is determined to be acute.
Low-Income Female-Headed Households			
16a Continue to support Concilio programs	16a. Yearly funding.	16a City Council	16a Ongoing
b. Encourage the establishment of large and small family daycare centers.	b. Incorporate allowance into R-A and R-1 zones consistent with State law. (California Health and Safety Code Section 1597.4)	b. City Council	b. Within 2 years of General Plan adoption
	b.1 Support creation of community-based day care or after school program.	b.1 Recreation/ Planning	b.1 Ongoing
Elderly/Handicapped Persons			
17. Encourage the establishment of care homes and programs in the City.	17. Incorporate into Zoning Ordinance in accordance with State law.	17. City Council	17. Ongoing

Subject/Policies	Implementation Programs	Responsibility/Funding	Proposed Timing
Large Lower Income Households			
18. Require developers of multiple family developments, including duplexes, to provide units for larger families.	18. In multiple family projects of 10 or more units, the City shall require that a minimum of seven percent of the units be three bedroom or more. Developments guaranteed as retirement communities or for the elderly may be exempted from this requirement. NOTE: (The City in 1980 had a 7.7% overcrowding rate and 7.6% households with over 5 persons/ household - U.S. Census.)	18. Planning staff case-by-case until their report is complete	18. Within 3 years of Housing Element adoption
Residential Energy Conservation			
19. Require tree plantings in new subdivisions.	19. Inclusion in updated Zoning Ordinance.	19. City Council	19. Within 2 years of General Plan adoption
20. Encourage PG&E to extend natural gas lines to all areas of the City.	20. Discussions with PG&E.	20. City Manager	20. Update at yearly February 1 Housing Element Progress Review
21. Review proposed developments for solar access.	21. As projects are proposed. Include request for discussion of solar site planning considerations in subdivision applications. Place in standard findings discussion so that review for solar access will be ensured.	21. Planning Department	21. Upon adoption of this Element and ongoing
Equal Housing Opportunity			
22. Actively promote equal housing opportunities for all regardless of race, religion, sex, marital status, ancestry, national origin, or color.	22. Consider hiring a Housing Coordinator or other staff person to provide information on fair housing laws, refer complaints of discrimination to appropriate enforcement agencies, and compile yearly reports from local banks on equal opportunity efforts. Code Compliance officer shall serve this function until Housing Coordinator is hired. The staff person in charge shall actively promote the program through distributing posters at local banks and realtors, posting them at City Hall and shall refer complaints to the District Office of Fair Employment and Housing, and report on progress at the annual City Council update session.	22. Housing Coordinator, Housing Program firm, and Code Compliance officer in interim prior to hiring of Housing Coordinator or other staff person	22. Discussion at yearly Housing Element Progress update
Government Constraints			
23. Actively pursue surface water resources.	23. Continue to negotiate with Bureau of Reclamation for water allotment via an extended Folsom South Canal. (See Public Facilities Element for detail.)	23. City Engineer	23. On-going as Bureau conducts design studies

Subject/Policies	Implementation Programs	Responsibility/Funding	Proposed Timing
24. Encourage Redevelopment Agency to assist in providing affordable housing as required by State law.	24. Request Redevelopment Agency to consider affordable housing goals in its future policies including (listed by priority): a. Housing rehabilitation. b. Direct use of redevelopment funds to create affordable housing which could include rehab grants, development loans, or land purchase and lease or cost write down to affordable housing developer. c. Extension of public facilities to assist in lowering housing costs.	24. City Council acting as Redevelopment Agency (a-b)	24. As development funds accrue and Redevelopment plans are formulated (a-b)
25. Use Historic Building Code when appropriate which can lower renovation costs.	25. Make information available and encourage discrimination of information to all owners of historic residential structures of State Historic Building Code.	25. Building Dept./ Code Compliance Officer	25. Within 1-1/2 years of General Plan adoption
26. Continue to upgrade sewer and water delivery system and update impact fees as necessary.	26. See Public Facilities Element.	26. Public Works Department, City Council	26. Ongoing
27. Utilize alternative roadway standards for the City to lower costs of housing development.	27. Prepare alternative standards which can be used to satisfy the density bonus alternative of Housing Program 6.	27. City Engineer	27. Within 2-3 years of Housing Element adoption
Update			
28. Revise the Housing Element every 5 years or as needed and include public participation in revisions.	28a Update critical data yearly. b. Revise full Element when SACOG Fair Share Plan is prepared every 5 years or if conditions deem a revision of targets earlier. c. Conduct public workshop and request Concilio and other community group input during revision.	28a Planning Department b. Planning Department c. Planning Department/ City Council	28a On-going. b. 1991, 1996, 2001 c. When revisions are prepared

Subject/Policies

Implementation Programs

Responsibility/Funding

Proposed Timing

31. High Density Residential (Contd)**Location Criteria**

- a. In areas serviced by circulation systems, usually by adjacent arterial roads, provided that effective noise attenuation can be implemented;
- b. Adjacent to Medium Density Residential, or if next to single-family residential, visually buffered by a roadway, greenbelt, or other aesthetically desirable separation;
- c. Adjacent to commercial areas where possible and where effective noise and visual buffering can be provided;
- d. Where possible within walking distance of parks or other usable open spaces;
- e. Not adjacent to the freeway or railroad unless effective noise attenuation can be implemented;
- f. Not in areas with high safety risks.

Density/Intensity Standards

Maximum Housing Density: 18 units per gross acre/0.05555 acres per unit (min. lot size: 2420 sq.ft. for multi-family; ~~6500 sq.ft. for detached single fam. or duplex~~)

Minimum Housing Density: 13 units per gross acre/0.0769 per unit

Estimated Maximum Population Density: 34 persons per gross acre

Maximum Building Intensity: FAR = 0.6
Max. Bldg Area per gross Acre: 19,079 sq.ft.

Implementing Zoning Districts

Current Districts: R-3

Proposed Districts: None. Existing standards should be revised to reflect current development and regulatory practices and newly adopted general plan policies.

Subject/Policies**Implementation Programs****Responsibility/Funding****Proposed Timing**

growth when the need arises. The majority of land use designations in Phase II and III will be residential - agricultural and agricultural. Phase II and III lands shall be designated with a Special Study overlay. Special Studies will be required to change land use designations in these areas or to develop any uses higher in intensity than residential-agricultural or agricultural before the year 2005. The Special Studies will need to demonstrate market need, changed conditions, and method of financing public facilities. Participation in Mello-Roos districts or other financing mechanisms to provide for school impact mitigation and public facilities will be required by the City.

Sphere Boundaries

5. The City should seek to adjust its Sphere of Influence boundaries to an area north and west to the Cosumnes River and east to the traction line to ensure City control over areas with urbanization potential in the long term.

5. Application of LAFCO.

5. Planning Department/
City Council
Annexation Study and EIR
approximately \$15,000 from
General Fund

5. Within 2 yrs of General
Plan adoption

**Growth Management / Fiscal Concerns
and Provision of Public Facilities**

6. The City should coordinate capital improvement programs with development fees, schedule annual growth monitoring, and utilize specific plans for large parcels of land.

- 6a. Yearly fee structure monitoring February 1.
b. Adoption of new Zoning Ordinance and map with Specific Plan category.

- 6a. City Council

b. Planning Department/
City Council
Zoning Ordinance update:
\$30,000 approx.

- 6a. Ongoing

b. Within 2 yrs of General
Plan adoption

**Growth Management / Fiscal Concerns
and Jobs-Housing Balance**

7. The City shall promote jobs-housing balance.

7. Require market and fiscal studies of large-scale developments to ensure adherence to this policy.

7. City Council

7. Ongoing

**Planned unit development or specific plans in
planning of large parcels to assist desired housing
mix and other concerns**

8. The City will strongly encourage planned unit development or specific plans containing innovative planning approaches which maximize the use of parcels and mixed densities while preserving trees, aesthetics, rock outcrops, scenic views, public open spaces, and other important features and result in mixed housing densities and housing affordability levels to meet City goals.

- 8a. Zone key large parcels and those with environmental constraints SP or PD.
b. New zoning ordinance should include these districts.

8. Planning Department/
City Council (a-b)

8. Within 2 yrs of General
Plan adoption

(Related to Revisions to
Land Use Element)

APPENDIX

11/09/90

SACRAMENTO AREA COUNCIL OF GOVERNMENTS
Research and Computing Services

1990 HOUSING MODULE



1990 HOUSING MODULE - REVISED COMMUNITY AREAS

SACRAMENTO COUNTY		TOTAL UNITS					NEW UNITS					DEMOLISHED UNITS				
COMMUNITY AREA	As of Jan. 1	TOTAL	Single Family	2-4 Units	5+ Units	Mobile Homes	TOTAL	Single Family	2-4 Units	5+ Units	Mobile Homes	TOTAL	Single Family	2-4 Units	5+ Units	Mobile Homes
21. Galt	1975	1,815	1,333	190	117	175										
	1980	2,398	1,593	261	209	335										
	1985	2,755	1,830	318	259	348										
	1986	2,804	1,873	322	259	350	49	43	4	0	2	0	0	0	0	0
	1987	2,920	1,937	326	307	350	116	64	4	48	0	0	0	0	0	0
	1988	3,129	2,056	330	371	372	211	121	4	64	22	2	2	0	0	0
	1989	3,270	2,188	332	371	379	141	132	2	0	7	0	0	0	0	0
	1990	3,586	2,489	334	371	392	317	302	2	0	13	1	1	0	0	0
22. Cosumnes	1975	964	792	10	3	159										
	1980	1,245	1,023	13	3	206										
	1985	1,433	1,139	13	3	278										
	1986	1,480	1,170	13	3	294	47	31	0	0	16	0	0	0	0	0
	1987	1,583	1,215	13	4	351	104	46	0	1	57	1	1	0	0	0
	1988	1,627	1,279	13	4	331	79	65	0	0	14	35	1	0	0	34
	1989	1,804	1,329	13	4	458	177	50	0	0	127	0	0	0	0	0
	1990	1,877	1,374	13	4	486	75	47	0	0	28	2	2	0	0	0
23. Southeast County	1975	749	616	7	0	126										
	1980	984	797	31	10	146										
	1985	1,123	900	31	10	182										
	1986	1,167	925	31	10	201	44	25	0	0	19	0	0	0	0	0
	1987	1,206	959	31	10	206	39	34	0	0	5	0	0	0	0	0
	1988	1,261	1,003	31	10	217	55	44	0	0	11	0	0	0	0	0
	1989	1,315	1,050	31	10	224	54	47	0	0	7	0	0	0	0	0
	1990	1,366	1,094	31	10	231	55	48	0	0	7	4	4	0	0	0
24. Rancho Murieta	1975	12	8	0	0	4										
	1980	210	75	84	22	29										
	1985	475	289	135	22	29										
	1986	539	353	135	22	29	64	64	0	0	0	0	0	0	0	0
	1987	612	426	135	22	29	73	73	0	0	0	0	0	0	0	0
	1988	762	576	135	22	29	150	150	0	0	0	0	0	0	0	0
	1989	875	689	135	22	29	113	113	0	0	0	0	0	0	0	0
	1990	980	794	135	22	29	105	105	0	0	0	0	0	0	0	0
25. Antelope	1975	798	368	420	0	10										
	1980	1,102	670	420	0	12										
	1985	1,589	1,151	420	0	18										
	1986	1,932	1,470	428	16	18	343	319	8	16	0	0	0	0	0	0
	1987	2,346	1,712	432	184	18	414	242	4	168	0	0	0	0	0	0
	1988	2,650	1,999	432	200	19	304	287	0	16	1	0	0	0	0	0
	1989	3,068	2,417	432	200	19	420	420	0	0	0	2	2	0	0	0
	1990	4,317	3,666	432	200	19	1,250	1,250	0	0	0	1	1	0	0	0

CITY OF GALT HOUSING ELEMENT

PUBLIC WORKSHOP

AGENDA

Thursday, April 18, 1991, 6:00 P.M.

CITY HALL, CITY COUNCIL CHAMBERS, 380 CIVIC DRIVE
GALT, CALIFORNIA 95632

- A. Call Meeting To Order:
- B. Roll Call:
- C. Items for Discussion: (6:05 P.M.)
 - 1. Explanation of State of California requirement for update of Housing Element.
 - 2. Progress report on 1990 Housing Element.
 - 3. Public Input on the following questions:
 - A. Are we making progress on the 1990 goals and policies from the 1989-2005 Housing Element of the General Plan;
 - B. Have housing needs in Galt changed since the adoption of the 1989 Housing Element?
 - C. Do we need to add/revise policies and programs?
- D. Adjournment

The Agenda for this meeting was posted in the following listed sites within the City of Galt before the close of business at 5:00 P.M. on Monday preceding the meeting:

- 1. City Hall Lobby, 380 Civic Drive
- 2. U.S. Post Office, 472 C Street
- 3. State of California, Department of Social Service, 257 S. Lincoln Way.



Laurie Oberholtzer
Planning Concepts
203-C York Street
Nevada City, CA 95959

Dear Laurie:

Substandard housing definition see Item "A" attached.

Substandard housing definition as described established the checklist which was used to determine the number of substandard housing units within the City of Galt, see Item "B" attached.

Findings

The following information is the results of a city wide inspection survey conducted from 1-3-89 through 1-15-89 by field inspector, Felles Farhart.

The City was grid into (4) four district zones, determined by City boundaries, and main arterial streets and/or highways, see Item "C" attached.

For purposes of reference for the remainder of this report, the four district zones as previously defined will be referred to as zones 1, 2, 3, and 4.

Checklist had to be determined based upon budget, manning levels, and time constraints.

In determining a checklist based upon substandard housing definition which is quite extensive, there was an obvious need to limit only those items of a higher degree of fire, life, and health safety based solely upon budget, manning levels, and time constraints. In considering the previous information and what developed was five (5) general areas (topics) shown as 1-5, and three (3) specific sub areas (topics) under each of the five general areas.

Laurie Oberholtzer
Page 2
March 15, 1989

Once a checklist was drafted, it became evident there would be various levels of noncompliance (violations), from minor to serious. The final checklist was complete and it included minor violation, medium (major) violation, and serious violation as determined by the field inspector.

To complete the process, and determine alleged violations for the first stage of the program, the field inspector conducted visual off-site inspections (drive-by) per zone, and concluded the following.

Zone 1	63 Total Violations	9 Minor,	46 Medium,	8 Serious
Zone 2	81 Total Violations	12 Minor,	57 Medium,	12 Serious
Zone 3	60 Total Violations	5 Minor,	48 Medium,	7 Serious
Zone 4	<u>14</u> Total Violations	<u>3</u> Minor,	<u>5</u> Medium,	<u>6</u> Serious
Total	218 Total Violations	29 Minor,	156 Medium,	33 Serious

See Items "D-G" attached for Zones 1-4 for street names and addresses of those properties with alleged violations.

Of the 218 properties with alleged violations only 29 properties with a minor classification will not require additional inspection, but will be resolved through correspondence.

The remaining 189 properties will be required to be reinspected so as to establish a complete list of items to be corrected and/or abated.

Upon completion of the required reinspections it would be quite feasible, the list of 33 serious violations will double.

With the possibility of 60-65 serious violations including abandoned houses, a conservative estimate of total abatement of buildings may reach 25-30% or 16-20 units.

It must also be noted for purposes of total abatement of properties (structures) will ultimately be determined by the property owners with respect to repair costs.

If you have any questions, please do not hesitate to call.

Sincerely,


Al Goss
Building Official

AG:lsf
B-1

RULES AND REGULATIONS
Pt. 1.5

§ 17920.3

Library References

Health and Environment § 20, 32.
 C.J.S. Health and Environment §§ 2 to 6,
 28 to 36, 47, 52.

§ 17920.3. Substandard building; conditions

Any building or portion thereof including any dwelling unit, guest room or suite of rooms, or the premises on which the same is located, in which there exists any of the following listed conditions to an extent that endangers the life, limb, health, property, safety, or welfare of the public or the occupants thereof shall be deemed and hereby is declared to be a substandard building:

(a) Inadequate sanitation shall include, but not be limited to, the following:

- (1) Lack of, or improper water closet, lavatory, or bathtub or shower in a dwelling unit.
- (2) Lack of, or improper water closets, lavatories, and bathtubs or showers per number of guests in a hotel.
- (3) Lack of, or improper kitchen sink.
- (4) Lack of hot and cold running water to plumbing fixtures in a hotel.
- (5) Lack of hot and cold running water to plumbing fixtures in a dwelling unit.
- (6) Lack of adequate heating.
- (7) Lack of, or improper operation of required ventilating equipment.
- (8) Lack of minimum amounts of natural light and ventilation required by this code.
- (9) Room and space dimensions less than required by this code.
- (10) Lack of required electrical lighting.
- (11) Dampness of habitable rooms.
- (12) Infestation of insects, vermin, or rodents as determined by the health officer.
- (13) General dilapidation or improper maintenance.
- (14) Lack of connection to required sewage disposal system.
- (15) Lack of adequate garbage and rubbish storage and removal facilities as determined by the health officer.

(b) Structural hazards shall include, but not be limited to, the following:

- (1) Deteriorated or inadequate foundations.
- (2) Defective or deteriorated flooring or floor supports.
- (3) Flooring or floor supports of insufficient size to carry imposed loads with safety.

(4) Members of walls, partitions, or other vertical supports that split, lean, list, or buckle due to defective material or deterioration.

(5) Members of walls, partitions, or other vertical supports that are of insufficient size to carry imposed loads with safety.

(6) Members of ceilings, roofs, ceilings and roof supports, or other horizontal members which sag, split, or buckle due to defective material or deterioration.

(7) Members of ceiling, roofs, ceiling and roof supports, or other horizontal members that are of insufficient size to carry imposed loads with safety.

(8) Fireplaces or chimneys which list, bulge, or settle due to defective material or deterioration.

(9) Fireplaces or chimneys which are of insufficient size or strength to carry imposed loads with safety.

(c) Any nuisance.

(d) All wiring, except that which conformed with all applicable laws in effect at the time of installation if it is currently in good and safe condition and working properly.

(e) All plumbing, except that which conformed with all applicable laws in effect at the time of installation and which has been maintained in good condition, or which may not have conformed with all applicable laws in effect at the time of installation but is currently in good and safe condition and working properly, and which is free of cross connections and siphonage between fixtures.

(f) All mechanical equipment, including vents, except that which conformed with all applicable laws in effect at the time of installation and which has been maintained in good and safe condition, or which may not have conformed with all applicable laws in effect at the time of installation but is currently in good and safe condition and working properly.

(g) Faulty weather protection, which shall include, but not be limited to, the following:

(1) Deteriorated, crumbling, or loose plaster.

(2) Deteriorated or ineffective waterproofing of exterior walls, roof, foundations, or floors, including broken windows or doors.

(3) Defective or lack of weather protection for exterior wall coverings, including lack of paint, or weathering due to lack of paint or other approved protective covering.

(4) Broken, rotted, split, or buckled exterior wall coverings or roof coverings.

(h) Any building or portion thereof, device, apparatus, equipment, combustible waste, or vegetation which, in the opinion of the chief of the fire department or his deputy, is in such a condition as to cause a fire or explosion or provide a ready fuel to augment the spread and intensity of fire or explosion arising from any cause.

RULES AND REGULATIONS
Pt. 1.5

§ 17920.3

(i) All materials of construction, except those which are specifically allowed or approved by this code, and which have been adequately maintained in good and safe condition.

(j) Those premises on which an accumulation of weeds, vegetation, junk, dead organic matter, debris, garbage, offal, rodent harborages, stagnant water, combustible materials, and similar materials or conditions constitute fire, health, or safety hazards.

(k) Any building or portion thereof which is determined to be an unsafe building due to inadequate maintenance, in accordance with the latest edition of the Uniform Building Code.

(l) All buildings or portions thereof not provided with adequate exit facilities as required by this code, except those buildings or portions thereof whose exit facilities conformed with all applicable laws at the time of their construction and which have been adequately maintained and increased in relation to any increase in occupant load, alteration or addition, or any change in occupancy.

When an unsafe condition exists through lack of, or improper location of, exits, additional exits may be required to be installed.

(m) All buildings or portions thereof which are not provided with the fire-resistive construction or fire-extinguishing systems or equipment required by this code, except those buildings or portions thereof which conformed with all applicable laws at the time of their construction and whose fire-resistive integrity and fire-extinguishing systems or equipment have been adequately maintained and improved in relation to any increase in occupant load, alteration or addition, or any change in occupancy.

(n) All buildings or portions thereof occupied for living, sleeping, cooking, or dining purposes which were not designed or intended to be used for such occupancies.

(o) Inadequate structural resistance to horizontal forces.

"Substandard building" includes a building not in compliance with Section 17920.7.

However, a condition which would require displacement of sound walls or ceilings to meet height, length, or width requirements for ceilings, rooms, and dwelling units shall not by itself be considered sufficient existence of dangerous conditions making a building a substandard building, unless the building was constructed, altered, or converted in violation of such requirements in effect at the time of construction, alteration, or conversion.

(Added by Stats.1979, c. 434, p. 1553, § 2. Amended by Stats.1982, c. 1545, § 1.)

Historical Note

The 1982 amendment substituted, in subd. (j), "rodent harborages" for "rat harborages".

CITY OF GALT
CODE ENFORCEMENT CHECKLIST

1. NUISANCES AND HAZARDOUS PREMISE

- A. ABANDONED MOTOR VEHICLES.
- B. LUMBER-TRASH-DEBRIS PROVED TO BE HAZARD AND RODENT/RAT HARBORAGES.
- C. COMBUSTIBLE MATERIALS.

2. INADEQUATE SANITATION

- A. IMPROPER MAINTENANCE.
- B. LACK OF CONNECTION TO REQUIRED SEWAGE SYSTEM.
- C. LACK OF GARBAGE AND RUBBISH REMOVAL FACILITIES.

3. STRUCTURAL HAZARDS

- A. DETERIORATE/INADEQUATE FOUNDATION.
- B. DEFECTIVE/DETERIORATED FLOOR SUPPORTS.
- C. MEMBER OF WALLS THAT SPLIT-LEAN-BUCKLE DUE TO DEFECTIVE/ DETERIORATION MATERIAL.
- D. MEMBER OF CEILING-ROOF SUPPORTS WHICH SAG SPLIT-BUCKLE DUE TO DEFECTIVE OR DETERIORATION MATERIAL.
- E. DETERIORATION OF FIREPLACE/CHIMNEYS.

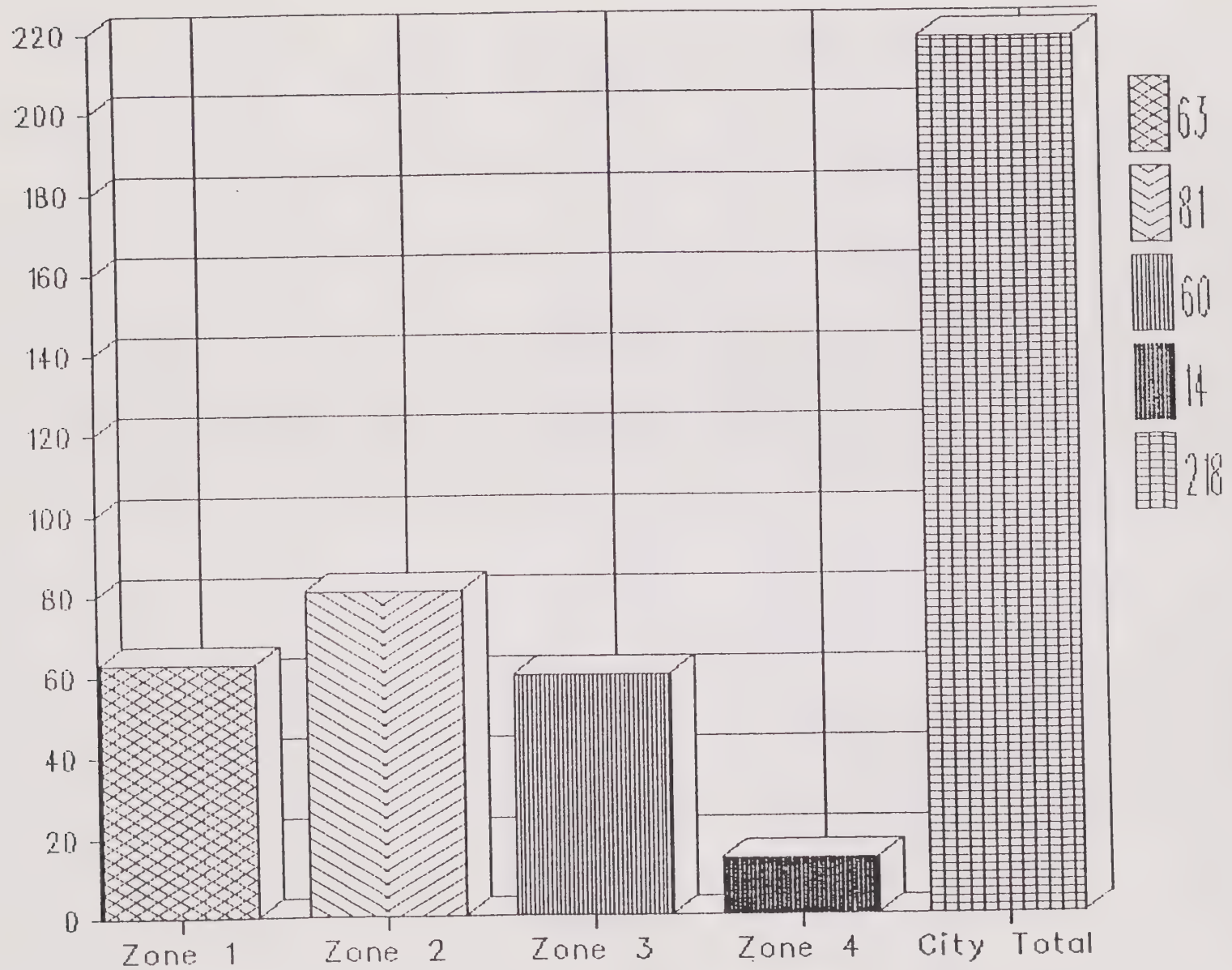
4. FAULTY WEATHER PROTECTION

- A. DETERIORATED/LOOSE PLASTER.
- B. DETERIORATION OF EXTERIOR WALLS/ROOF COVERINGS.
- C. BROKEN WINDOWS/DOORS.

5. DAMAGE TO CITY PROPERTY

- A. STREETS.
- B. SIDEWALKS.
- C. MISCELLANEOUS.

PROPERTY MAINTENANCE TOTAL VIOLATIONS BY ZONE



AVAILABLE FEDERAL AND STATE HOUSING CONSTRUCTION PROGRAMS

Source: Rural California Housing
Corporation Study February, 1991

B.1. Resources for Private Developers

To ensure housing affordability, the city must arrive at a variety of options available for private developers.

Tax Credits: The Tax Reform Act of 1986 established a program for providing a tax credit for low income housing to owners of low income rental housing. This program was extended by Congress for 1990 and 1991. It replaces previous tax preferences for low income housing such as preferential depreciation schedules and special treatment of construction period interest and taxes. Tax credit is claimed annually for a designated time period--state, four years and federal, ten years--and is allowed for new construction, rehabilitation, acquisition and new construction receiving federal subsidies.

Property is eligible for the credit if (1) at least 20% of the housing units in the project are occupied by individuals with incomes of 50% or less of area median income, or (2) at least 40% of the units in the project are occupied by individuals with incomes of 60% of the area median income, adjusted for family size.

The credits are used to raise funds from investors. In return for the tax benefits (including credits) that they receive, investors contribute equity capital as limited partners in a partnership which owns the housing. Generally, 40-50% of the project costs (not including land) can be raised from investors. The general partners of the partnership are usually the developers of the project, who act as managing partners and provide net worth. See Exhibit I for program summary.

Rental Housing Construction Program (RHCP): This loan program is administered by the Department of Housing and Community Development, with funds authorized by Propositions 84 and 107. The loans are made directly to owners of new rental housing construction developments and may be used for most normal project development costs. RHCP loans can serve as construction financing, in which case the sponsor must comply with state prevailing wage law. The sponsor may instead choose to obtain other financing for construction and use the RHCP loan as take-out financing.

For a project to be eligible for program funds, at least 30 percent of the units in the project must be assisted by RHCP. Two-thirds of these assisted units must carry rents affordable to households with incomes below 35 percent of the area median income, and the remaining units must rent to households below 60 percent of the area median. See Exhibit J for complete summary of program.

Affordable Housing Program (AHP): The Affordable Housing Program of the Federal Home Loan Bank of San Francisco dedicates Bank earnings to subsidize through below-market advances, direct subsidies, and other mechanisms, the interest rate of financing provided by member institutions engaged in lending for long-term, affordable owner-occupied and rental housing. AHP advances and subsidies may be used in conjunction with other sources of funds and must be used for one of two broad purposes: (1) to finance the purchase, construction, and/or rehabilitation of owner-occupied housing for very low-, low- and moderate-income households; or (2) to finance the purchase, construction, and/or rehabilitation of rental housing, at least 20 percent of the units of which will be occupied by and affordable for very low-income households for the remaining useful life of such housing or the mortgage term. See Exhibit K for program summary.

FmHA 502 Loans: This Farmers Home Administration program provides direct loans to very low- and low-income individuals to buy, build, or repair a home. Non-subsidized funds are available to lower income households who do not qualify for interest credit assistance and to moderate-income households for subsequent rehabilitation loans.

The interest rate varies according to the cost of money to FmHA. Interest credit is applied to loans, which can reduce the effective interest rate to as low as 1%. Interest credit varies according to the size and income of the family and how much the family can afford to pay for housing costs. Monthly payments for mortgage, taxes and insurance cannot exceed 20% of the family's income (which would include current housing costs plus rehab loan costs). The maximum loan payment period is 33 years.

Self-Help Housing: Self-help housing is a cooperative mutual assistance process. As the program sponsor, RCHC organizes groups of six to ten families to build one another's homes under the supervision of an RCHC construction foreman. Each family works at least 30 hours per week, earning a "sweat equity" in their home. The value of the family's labor equals at least 10% of the purchase price of the home and replaces the cash downpayment required in conventional mortgage lending, thereby eliminating a major obstacle to homeownership.

Self-help mortgages are kept low by a combination of the hard work of the participating families, building modest homes, and the land development and construction management expertise of RCHC. In addition, FmHA home loan financing (Section 502), with interest credit, can reduce the effective borrowing rate to as low as 1%, making this rural homeownership package very affordable.

FmHA Section 515 -- Rural Rental Housing Loans: This program provides loans to public and private limited profit and non-profit sponsors for the construction or substantial rehabilitation of rental and cooperative housing for low- and moderate-income families, elderly, or handicapped persons. The program is also available for congregate housing. Section 515 funds may be used to provide approved recreational and service facilities and to buy and improve land.

Interest rates vary between market rate and 1%, depending on the kind of sponsor and the projected income of the tenants. The term is 50 years. For non-profit and public entities, the loan amount can be up to 100% of the total development cost, plus 2% for initial operating costs. For other sponsors, the maximum loan amount is 95% of the development cost.

Tenants in Section 515 projects must pay a minimum of 25% of their adjusted incomes for rent and utilities. Tenants receiving Section 8 assistance payments or FmHA rental assistance may use those payments with Section 515 loans to bring rents within the tenant's ability to pay.

FmHA Section 514/516 -- Farm Labor Housing Loans and Grants:

This program provides a combination of grants and loans to finance construction, rehabilitation, or purchase of rental housing for farmworkers. Loans and grants may be used to finance infrastructure such as water supply systems and wastewater facilities as well as to develop support facilities such as central cooking and dining facilities, small infirmaries, laundry facilities and day care centers.

A grant of up to 90% of the cost of the project can be made, with the remainder loaned at 1% interest. Loans are repaid over a 33-year term.

Loans are available to farmers and farmer associations. Both loans and grants are available to public and private non-profit corporations, and to non-profit farmworker organizations. Grants are available to eligible applicants only when there is a pressing need and when it is doubtful that such facilities could be provided without grant assistance.

STATE OF CALIFORNIA
DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

DIVISION OF COMMUNITY AFFAIRS
921 Tenth Street
Sacramento, California 95814

DIVISION CHIEF
Robert Weinberger

ASSISTANT DIVISION CHIEF
Leslye Corsiglia

ADMINISTRATIVE COORDINATOR
Lisa Brown

(916) 322-1560

The Division of Community Affairs is the principal housing finance and assistance branch of the Department of Housing and Community Development (HCD). The Division administers the housing and community development programs assigned to the Department and provides technical assistance in various aspects of housing and community development to both the public and private sectors, including: local government agencies nonprofit organizations, for-profit corporations and Indian reservations or rancherias. Community Affairs is divided into three sections: Community Development, Housing Construction Finance, and Special Housing Needs. Each section administers several programs and are described in this brochure.

Community Development

Carol Smith
Section Chief

(916) 322-1949

Programs

- Community Development Block Grant
Program Manager

Dave Williamson

- Rural Development Assistance
Program Manager

Wayne Walker

- Rural Community Facilities Technical Assistance
Program Manager

Wayne Walker

- California Indian Assistance
Program Manager

Jack Sanderson

COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM

Cities with populations under 50,000 and those counties with populations under 200,000 which do not participate in United States Department of Housing and Urban Development (HUD) entitlement program are eligible to participate in the state Community Development Block Grant Program (CDBG). Approximately 200 localities are eligible to participate in the state CDBG program. CDBG funds may be used for a variety of housing, economic development, public facility, and public service activities. Approximately \$27 million was available for award in FY 1984-85 with the same amount anticipated for FY 1985-86. Funds are awarded through a Department issued Request for Proposal.

Contact Person:
Dave Williamson
Program Manager
(916) 322-1561

RURAL DEVELOPMENT ASSISTANCE PROGRAM (Eureka - Banning)

The Rural Development Assistance Program (RDAP) provides underserved rural areas in the state with the technical assistance necessary to increase their capacity and to help them apply for federal, state, and private community development finance programs. Finance and development experts in the areas of housing and community development are outstationed in rural counties to provide continuous onsite assistance and training to local officials. The staff is experienced in housing rehabilitation and new construction of multi-family and single-family housing, economic development, and the development of water and waste water facilities. Administrative costs are supported by the state general fund. Programs developed in the target areas are supported by federal, state and local resources. Target areas are selected on the basis of a statewide needs assessment and local receptivity. Currently, RDAP maintains two offices; the Banning office serves the Southern California counties of Imperial, Riverside and San Bernardino; and the Eureka office serves the Northern California counties of Humboldt, Del Norte and Trinity. Plans are now being made for a Northern Sacramento Valley office.

Contact Person:
Wayne Walker
Program Manager
624 C Street
Eureka, California 95501
(707) 443-6753

Banning Address:
603 W. Ramsey Street
Banning, California 92220
(714) 849-4614

RURAL COMMUNITIES FACILITIES TECHNICAL ASSISTANCE PROGRAM

The Rural Community Facilities Technical Assistance Program was established in 1983 by AB 1604, Chapter 1152. The program provides grants to local governmental entities and private nonprofit agencies to resolve the domestic water and wastewater problems encountered by low-income rural communities.

The grant recipients must have the organizational authority to provide these services on a countywide basis. Funds are available through a competitive response to a Department issued Request for Proposal. \$218,000 is allocated for award in FY 1985-86. Funds are granted for both technical assistance and seed money activities such as professional services, district formation, test wells, engineering or other costs necessary to obtain project approval by an agency and/or financing from local, State or federal programs.

Contact Person:
Wayne Walker
Program Manager
(707) 443-6753

CALIFORNIA INDIAN ASSISTANCE PROGRAM

Reservations, rancherias and other Indian communities may seek technical assistance from the California Indian Assistance Program (CIAP) for development of a needs analysis, a determination of funding availability, assistance in loan and grant applications and in the implementation of projects funded by the Community Development Block Grant Program, the Farmers Home Administration, the Economic Development Administration, and various other programs. CIAP does not provide direct funding, but acts as an advocate with federal and state agencies to assist California Indian communities in the achievement of their community development goals.

Contact Person:
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Program Manager
(916) 323-6166

Housing Construction Finance

Sal Solinas
Section Chief

(916) 323-6310

Programs

- California Homeownership Assistance
Program Manager

Al Blum

- Mobilehome Park Assistance
Program Manager

Gerald Rioux

- Rental Housing Construction
Program Manager

Nancy Giles

- Special User Housing Rehabilitation
Program Manager

Robert Stone

- Predevelopment Loan
Program Manager

Georgann Eberhardt

- Deferred Payment Rehabilitation Loan
Program Manager

Robert Stone

- Architectural/Energy Technical Assistance
Program Manager

Carl Hencken

- Construction Technical Assistance
Program Manager

Bill Duclus

CALIFORNIA HOMEOWNERSHIP ASSISTANCE PROGRAM

The California Homeownership Assistance Program (CHAP) provides up to 49 percent of the purchase price of a dwelling unit in the form of a mortgage participation loan with an institutional lender. The loan enables eligible households to purchase housing which they would otherwise be unable to acquire. Upon sale of the unit, the state will share in the sales proceeds in an amount proportionate to the original investment. The balance of financing for the purchase comes from a private or public lending institution. Under this program, the Department of Housing and Community Development (HCD) may assist: renters to purchase their units who otherwise would be displaced by condominium or stock conversions; mobilehome park residents to purchase their spaces if the park is converted to a condominium or stock cooperative; eligible households to purchase mobilehomes placed on permanent foundations; and stock cooperatives or nonprofit corporations to develop or purchase mobilehome parks. No funds are available at this time.

Contact Person:
Albert H. Blum
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MOBILEHOME PARK ASSISTANCE PROGRAM

The Mobilehome Park Assistance Program (MPAP) provides financial and technical assistance to low-income mobilehome park residents or to organizations formed by park residents who wish to own and/or operate their mobilehome parks. The technical assistance component of the program was established in 1983 to implement AB 1008 (McClintock). SB 2240 (Seymour) of 1984 appropriated a \$3 million revolving loan fund which added the financial assistance component to the program. Regulations to implement SB 2240 are currently being developed and should be effective in the fall of 1985. MPAP loans bear a 7 percent interest rate per annum. Conversion loans must be repaid within three years. The repayment of Blanket and Individual loans may be scheduled over as many as 30 years. The Department will issue a Request for Proposal after the program regulations are approved in the fall of 1985.

Contact Person:
Gerald Rioux
Program Manager
(916) 324-6337

RENTAL HOUSING CONSTRUCTION PROGRAM

The Rental Housing Construction Program (RHCP) was designed to stimulate the production of and increase the supply of affordable, well-constructed, energy efficient rental units available to California's low- and very low-income households. The Program funds are utilized

Those seeking loans must submit an application form. Applications are accepted on a continuous basis.

Contact Person:
Georgann Eberhardt
Program Manager
(916) 324-6320

DEFERRED PAYMENT REHABILITATION LOAN PROGRAM

The Deferred Payment Rehabilitation Loan Program (DPRLP) provides deferred payment loan funds to local agencies to assist with the rehabilitation of housing for low- and moderate-income households. The major objectives of the DPRLP are: to rehabilitate housing to assure the continued viability of neighborhoods; to eliminate health and safety hazards; to prevent overcrowding; and to ensure the continued availability of low-cost housing. The passage of SB 966 in September 1973, established the DPRLP. Since 1978 over \$9.6 million in loans have been made and more than 2,400 units have been rehabilitated. In January 1980, AB 333/SB 229 expanded the program. No funds are available at this time.

Contact Person:
Robert Stone
Program Manager
(916) 445-6501

ARCHITECTURAL/ENERGY TECHNICAL ASSISTANCE

Architectural and energy related technical assistance is available to local government agencies, for-profit and nonprofit housing and community development organizations, and individuals seeking assistance with review of architectural plans and specifications, cost estimates, applicability of new construction techniques and innovations, building code and zoning compliance, solar design and alternate energy uses, energy efficient building plans, federal and state energy requirements, as well as other construction and energy related functions.

Contact Person:
Carl Hencken
Specialist
(916) 322-2075

component which channels HCD funds directly to local entities (cities, counties, housing authorities); (2) the Rural Rental Assistance component which uses RHCP funds to writedown rents on projects financed through the Farmers Home Administration (FmHA) 515 Program; (3) and the California Housing Finance Agency set aside. RHCP was enacted in 1979 as part of the \$100 million housing legislation (AB 333/SB 229 -Hughes/Roberti). Currently, \$1.5 million is available under the Rural Rental Assistance component. RHCP uses a Request for Proposal process in awarding program funds.

Contact Person:
Nancy Giles
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(916) 324-6324

SPECIAL USER HOUSING REHABILITATION PROGRAM

The Special User Housing Rehabilitation Program (SUHRP) was enacted in 1983 (SB 26 - Petris) as an outgrowth of the Demonstration Housing Rehabilitation Program for the Elderly and Handicapped, which was established in 1979. The program utilizes a 3 percent 30-year deferred payment loan, which provides "up front" subsidies for the rehabilitation and/or acquisition of substandard housing. SUHRP funds may be used for acquisition and/or rehabilitation of: substandard apartments which will be occupied by the elderly after rehabilitation; group residences and apartments which will be occupied by the physically, developmentally or mentally disabled after rehabilitation; and residential hotels, which will be occupied by low- or very-low income persons after rehabilitation. Two million dollars in funding is available for fiscal year 1985-86. A Request for Proposal will be issued this fall.

Contact Person:
Robert Stone
Program Manager
(916) 323-6313

PREDEVELOPMENT LOAN PROGRAM

The Predevelopment Loan Program (PLP) provides 7 percent loans to public agencies and nonprofit corporations. The loans can be used for a variety of predevelopment expenses incurred in securing long term financing for the production or rehabilitation of subsidized low-income housing in rural or urban areas. Loan terms range from one to three years. Loan proceeds may be used to purchase land or land options; pay advance fees for architectural, engineering, consultant, and legal services or permits, bonding and application fees; site preparation expenses (including water and sewer development); and other related costs. Loans are also made to eligible borrowers for land purchase to land bank sites for future development of low-income housing. Loans may not be used for administration expenses or construction financing.

CONSTRUCTION TECHNICAL ASSISTANCE

Technical assistance is available to local governmental agencies, private organizations and individuals in the fields of housing development, housing management, housing finance, rental and homeownership assistance, and community development. Consultation is provided to organizations presently under contract with the Department in cost estimating, site and dwelling unit inspection, work write-ups and specifications, project monitoring, and other subjects relating to housing and community development.

Contact Person:

Bill Duclus
Specialist
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Special Housing Needs

Gordy de Necochea
Section Chief

(916) 323-6167

Programs

- Office of Migrant Services
Program Manager

Fortino (Mike) Cardenas
- Farmworker Housing Grant
Program Manager

Tom Monahan
- California Self-Help Housing Program
Program Manager

Paul Phillips
- Housing Assistance Program
Program Manager

Earl Lee
- Emergency Shelter Program
Program Manager

Robert Fitch
- Independent Living Housing Assistance
Program Manager

Earl Lee
- Senior Citizens Shared Housing
Program Manager

Susan Kessler

OFFICE OF MIGRANT SERVICES

The Office of Migrant Services (OMS) provides safe, decent and affordable temporary housing and related services, such as child care and summer school, to migrant families during the peak harvest season. The OMS was established in 1965 using state and federal (U.S. Department of Labor) funding assistance. The counties and growers associations furnish the land for the migrant centers as an in-kind contribution. Funds are allotted annually through contracts to fourteen local governmental agencies for administration, management, operation and rehabilitation of the rental housing units. Currently there are twenty-five migrant housing centers located in rural areas from Bakersfield to the Oregon border.

Contact Person:
Fortino (Mike) Cardenas
Program Manager
(916) 323-6165

FARMWORKER HOUSING GRANT PROGRAM

The Farmworker Housing Grant Program (FWHG) was established to meet the farmworker housing needs in the state. Funds provided under this program are used to leverage other monies and to assist in the development of farmworker housing that would not be constructed or rehabilitated without HCD assistance. Funds for this program may be used for almost any construction related cost in the development of farmworker housing, including: land acquisition; site development; new construction; and rehabilitation. Matching monies may include local or in-kind contributions, mortgage financing or other forms of housing assistance. The program provides up to 50 percent matching grants to local governmental agencies, nonprofit corporations, cooperative housing corporations, and recognized Indian tribes or rancherias. FWHC receives an annual appropriation of \$2.5 million. Project applications are accepted on a continuous basis.

Contact Person:
Tom Monahan
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CALIFORNIA SELF-HELP HOUSING PROGRAM

The California Self-Help Housing Program (CSHHP) (formerly California Housing Assistance Program) provides grants and loans to self-help housing organizations that assist low- and moderate-income families in the building or rehabilitating of their own homes. Both mortgage and technical assistance funds are available. CSHHP technical assistance grants can be used to cover the various administrative costs associated

with the provision of technical assistance to self-help households, including: training and supervision of self-help builders; loan packaging and counseling services; and workshops. Mortgage assistance funds are used to reduce the cost of the self-help units. A total of \$4.8 million is currently available. Applications for funds are accepted on a continuous basis.

Contact Person:
Paul Phillips
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HOUSING ASSISTANCE PROGRAM

The Housing Assistance Program (HAP) provides technical assistance and rental subsidies utilizing federal housing assistance payments to developmentally, mentally, and physically disabled adults and to low-income individuals and families in rural areas. HAP has two components: (1) The Aftercare Program which provides existing Section 8 certificates to the disabled; (2) The Section 8 Rural Program which provides Section 8 certificates to low-income persons and families in small rural counties that do not operate housing authorities. Both of the components are administered through local housing authorities or nonprofit corporations.

Contact Person:
Earl Lee
Program Manager
(916) 323-5747

EMERGENCY SHELTER PROGRAM

The Emergency Shelter Program (ESP) provides direct grants to local government agencies or nonprofit organizations that shelter needy persons and families on an emergency basis. Eligible grant activities include: rehabilitation/renovation; expansion of existing facilities; site acquisition (lease/purchase of site and/or facility); equipment purchase; one-time rent vouchers to prevent eviction; and administration costs (no more than 2% of any single grantee award). New construction is not an eligible program activity. The Governor's 1985-86 budget included a \$5 million appropriation to the program. Funds are awarded through a Request for Proposal which will probably be released in Fall 1985.

Contact Person:
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INDEPENDENT LIVING HOUSING ASSISTANCE PROGRAM

The Independent Living Housing Assistance Program (ILHAP) provides funds in the form of housing assistance payments to agencies that provide support services to the developmentally, mentally or physically disabled which are designed to provide a transition to independent living. Any disabled individual who is in need of a transitional, independent living skills training program, may be a tenant of a dwelling unit receiving housing assistance payment benefits. Housing assistance will be provided to lease existing housing, including group homes and units of an apartment complex. No funds are available at this time.

Contact Person:
Earl Lee
Program Manager
(916) 323-5747

SENIOR CITIZENS SHARED HOUSING PROGRAM

The Senior Citizens Shared Housing Program (SCSH) provides grants to nonprofit and public agencies to assist seniors in finding other seniors or nonseniors with whom they can share existing housing units. Activities funded by the grants include: outreach, information and referral, client counseling, placement and follow-up for seniors interested in obtaining shared housing. The program results in reduced housing costs, prevention of premature institutionalization, more efficient use of existing housing stock, and increased security and companionship for seniors. Eligible applicants include nonprofit and public agencies who have the capacity to operate a senior citizens-shared housing program. No funds are available at this time.

Contact Person:
Susan Kessler
Program Manager
(916) 323-6335



Old School House Across from
the Arcohe School in Herald

Fred Vogt, Arcohe School

LAND USE ELEMENT

LAND USE ELEMENT

INTRODUCTION

Land use is the primary business of the General Plan. In designating the location and extent of various uses, the Land Use Element recognizes the concerns and the needs throughout the General Plan in its different elements.

The policies of the other elements are not repeated in this Element, but they do provide much of its foundation. Key policy themes in other elements which give guidance to the Land Use Element include:

- Dry Creek flood plain open space policy
- Special area park development policy for Dry Creek, Deadman Gulch, downtown, railroad land, and other natural resource areas
- Economic development concerns in the CBD
- Jobs/housing balance goal
- Goal of a positive fiscal outlook for the City
- "Pay-for-benefit-received" public facilities goals
- Special considerations in the developed, older sections of town to account for the historic character there as well as the limitations of existing lot patterns, circulation systems, and public facilities.
- The need to modify the Sphere of Influence boundary.
- An annexation policy which is fiscally sound and consistent with General Plan Goals and Policy.

The policies which are contained in this Element are focused on the allocation and regulation of land uses in the Planning Area. In addition, this Element establishes a number of land use designations and a Land Use Map which shows the location of various uses consistent with the Plan's policies.

GOAL

It is the goal of the City to provide for land uses which will develop and broaden the employment and fiscal base of the City, offer adequate retail, industrial, and service opportunities, and create a range of housing types while protecting the City's sensitive environmental cultural characteristics and safeguarding general health, safety and welfare.

IMPORTANCE

The importance of a coordinated land use strategy within the Land Use Element include working towards local business and employment opportunities, reduced travel and air pollution, adequate housing for a range of income categories, reduced conflict between land uses and the natural environment, fiscal balance, and other benefits.

RELEVANT LAWS AND POLICY

A number of laws and court decisions have an influence on the allocation and regulation of land uses in the State's General Plan Guidelines (1987). For the purposes of this Plan only the most directly related code section is presented.

Relevant Law	Policy
Government Code Section 65302(a) Implemented by:	The general plan shall include a land use element which designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan. The land use element shall identify areas covered by the plan which are subject to flooding and shall be reviewed annually with respect to those areas. (Contd. . .)

Relevant Law	Policy
Government Code Section 65302(a) (Continued)	The Land Use Element shall designate, in a land use category that provides for timber production, those parcels of real property zoned for timberland production pursuant to the California Timberland Productivity Act of 1982, Chapter 6.7 (commencing with Section 51100) of Part 1 of Division 1 of Title 5.

AVAILABLE INFORMATION

U.S. Census, 1980	Contains a variety of population and housing data.
California State Department of Finance, Yearly Population Projections (916) 322-4651	Provides basic, annual population projection
Sacramento Area Council of Governments (SACOG) yearly Housing Module (916) 441-5930	Provides annual data on housing units
Sacramento County Assessor's Office (916) 440-5271	Has data on square footage of commercial properties
Planning Concepts Land Use Survey Galt General Plan Appendix	Includes a map and listings of 1987 land uses in the Planning Area.

EXISTING CONDITIONS

Planning Area and Planning Districts

The Planning Area extends approximately one-half mile beyond the 1988 Sphere of Influence to include information on lands which may become part of an expanded sphere and thus might become part of the City.

The Planning Area itself is divided into eighteen Planning Districts and a more rural "remainder" area. (See map on page G-5.) Land use data is available for these districts, as well as for Enumeration Districts from the 1980 census, traffic zones delineated by the County, and smaller geographic units created by a combination of these areas (See Appendix.)

Previous Land Use Planning in Galt

Galt's first General Plan was adopted in 1961, and was followed by four subsequent Plans in 1968, 1975, 1978, and 1984. Since 1984 major annexations to the City have occurred which will have an effect on the City's rate of growth, which in part has required this updated look at land use issues.

The 1984 General Plan contained valuable information, particularly its goals and policies, on which many of this Plan's goals and policies are based. For example, the Land Use Goal encompasses the concerns listed in the 1984 goals. In general, the 1984 Plan envisioned a compact urban area located in an agricultural region.

One major feature of the 1984 Plan is being implemented. The Plan identified lands in the northeast area of the City's then Sphere of Influence as being suitable for development with a mixture of uses. About one-half of the area defined by Highway 99, Twin Cities Road, Marengo Road, and the railroad spur was designated as "General Commercial and Light Manufacturing" with the remainder as "Urban Reserve". The area was annexed in 1986 and the Northeast Area Specific Plan, adopted in 1987, provided a refinement of the land use mix shown in the 1984 Plan. Consistent with that Plan is a large area adjacent to the railroad spur designated for an exceptional use related to light manufacturing. In terms of urban form, the inclusions of the Northeast Area into the City does two things: 1) it creates the first major extension of the City east of Highway 99, and 2) it gives the City a linear aspect generally aligned with the Highway.

Another feature of the 1984 General Plan which has been implemented is the establishment and partial development of the Galt Industrial Area north of Elm Avenue.

On the topic of Conservation and Open Space, a major feature of the 1984 Plan was the recognition of flooding hazard and riparian resources in Dry Creek and the designation of the area as Flood Plain Open Space. A recreation policy also calls for a ". . . coordinated program to develop an adequate number of public access points to recreational locations along Dry Creek." This emphasis is carried over into the current General Plan. To date (1988) no developments have been permitted in the Dry Creek floodplain.

The land use designations of the 1984 Plan included the following:

- Low, Medium, and High Density Residential
- Industrial Areas
- General Commercial/Light Manufacturing areas
- Central Business District
- Local Business and Highway-oriented Business Sites
- Urban Reserve
- Public/Quasi-Public
- Agriculture
- Flood Plain Open Space

These designations are retained in the current General Plan, except for the grouping of Industrial areas and Light Manufacturing, the consolidation of the Commercial and Business designations into one Commercial designation, the broadening of the Open Space designation, and the change of Urban Reserve to a Special Studies combining district. Others have been added.

The acreages in the various 1984 General Plan and zoning designations are shown in the separately bound appendix.

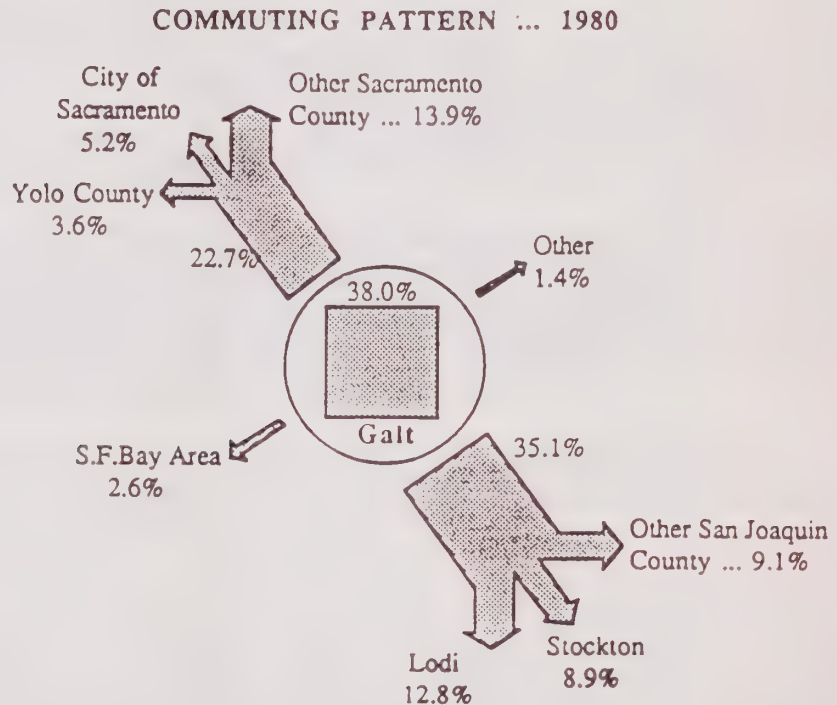
Zoning and Subdivision Ordinances

The principal General Plan implementation tools in Galt are its Zoning and Subdivision Ordinances contained within the Galt Municipal Code.

The Subdivision Ordinance regulates the creation of lots through tentative and final subdivision maps and parcel maps and sets forth requirements for dedications, fees and improvements. The requirement for park land dedication or in lieu fees is based on a standard of 5 acres per 1000 dwelling units which is substantiated in the Recreation section of the Conservation/Open Space Element.

Regional Land Uses and Plans

Galt is positioned between the major metropolitan areas of Sacramento and Stockton as shown on the map following this page. The employment, retail, and service opportunities of these urban centers have a substantial influence on Galt as reflected in the commuting pattern shown in the graphic below.



The more immediate land uses surrounding Galt are predominately agricultural in nature and are controlled by the Sacramento County General Plan and Zoning Ordinance. The County General Plan designations are shown on the map following this page. The Sphere of Influence west of the City has an Agricultural-Residential designation allowing development as dense as 1-unit per acre. East of the City the Sphere is primarily designated General Agricultural (20-acre minimum lot size). The more outlying lands are designated as Agricultural Cropland. The existing land uses in these areas are described in a subsequent section.

To the south of Galt, Dry Creek, designated by the County and City as Recreational Open Space constitutes a substantial barrier to the City from the agricultural lands of San Joaquin County.

Other regional or special plans affecting or related to Galt are:

- The Sacramento Area Council of Governments Air Quality Plan (see Conservation and Open Space Element);



Land Use Designations

RESIDENTIAL

- AGRICULTURAL-RESIDENTIAL (Under 1 du/ac.)
- LOW DENSITY (1 to 12 du/ac.)
- MEDIUM DENSITY (13 to 30 du/ac.)

PUBLIC & QUASI-PUBLIC

- HIGH SCHOOL
- MEDICAL (HOSPITAL)
- CEMETERY
- OTHER PUBLIC & QUASI-PUBLIC

OPEN SPACE

- RECREATIONAL
- AGRICULTURAL-URBAN RESERVE
- AGRICULTURAL-RECREATIONAL RESERVE
- AGRICULTURAL CROPLAND
- GENERAL AGRICULTURE (80 acres)
- GENERAL AGRICULTURE (20 acres)
- URBAN STUDY AREA

SOLID WASTE DISPOSAL FACILITY

- TRANSFER STATION
- LANDFILL
- CLOSED LANDFILL

COMMERCIAL & INDUSTRIAL

- CORE AREA
- COMMERCIAL AND OFFICES
- INDUSTRIAL (INTENSIVE)
- INDUSTRIAL (EXTENSIVE)

COMBINING LAND USE

- SURFACE MINING
- FOOD PROCESSING

SACRAMENTO COUNTY GENERAL PLAN (GALT AREA)

Note: For informational purposes only. Not a City adopted map.

- The Rancho Seco Emergency Evacuation Plan (see Safety Element for details);
- The Sacramento County Hazardous Waste Management Plan;
- The Sacramento County Solid Waste Management Plan; and
- The Management Plan for the Nature Conservancy Cosumnes River Preserve which protects resources similar and linked to those of Dry Creek.

Existing Land Uses

Information on land uses is contained throughout the General Plan with selected key items in the Housing/Population and Economic/Fiscal Elements. This Element presents a basic summary of the spatial arrangement of existing land uses in the Planning Area. The land uses were field-surveyed by Planning Concepts in 1987, and double-checked using census and traffic zone data, Assessors office information on commercial uses, and aerial photographs to reduce the inevitable error which will occur in this type of data. The Existing Land Use tables on the following page, show total land uses within the Planning Area, existing 1989 Sphere of Influence, City Limits, and the 18 Planning Units. (These figures are also tabulated by 49 smaller geographic units in the Appendix.) Land uses are shown by acreage and percent of the Planning Area. The information is also shown on the Existing Land Use map.

As shown on the Existing Land Use map, the City's commercial core is formed by its Central Business District, a combination of stores (many of which are in or near the historic district near the railroad) two modern banks, and the recently built Civic Center, all of which are connected to Highway 99 by C Street. Retail uses also line Lincoln Avenue.

Residential uses of various types are located in blocks in and around this core with newer, primarily single-family subdivisions occurring in the west and south parts of town. Galt's few large industrial uses are primarily located adjacent to the railroad north of the CBD, though Crystalite Block and Consolidated Fabricators, both east of Highway 99, are notable exceptions. The primary access for Galt's main industrial area to Highway 99 is via the Elm Avenue/Simmerhorn Road system of ramps.

EXISTING LAND USES (1988)

Planning Districts	Housing Units										Shopping-Office-Industrial-Community Uses					Agriculture & Other Uses			TOTAL ACRES		
	Sgl. Fam.		Mpx's (2-4)		Apts (5+)		Mobl. Homes		TOTALS		Stores		Offices		Indus. Public Schls		TOTAL				
	Acres	H.U.'s	Acres	H.U.'s	Acres	H.U.'s	Acres	H.U.'s	Acres	H.U.'s	Shops	Bldgs	Parks			Vacant Lands	Agri. Uses	Other Uses			
TOTAL PLANNING AREA (Does not include North PD-Twin Cities to Arno)																					
TOTAL	849.5	2,071	12.7	116	27.1	488	52.1	302	805.1	2,030	19.0	3.6	68.3	53.9	84.4	229.2	282.4	7257.0	0.0	7539.4	8710.0

TOTAL PLANNING AREA (Does not include North PD-Twin Cities to Arno)

CITY OF GALT: 1980 BOUNDARIES																						
GALT: 1980 Boundaries		370.7	1,554	12.7	116	27.1	488	52.1	302	460.6	2,040	19.0	3.6	52.3	51.9	84.4	211.2	218.0	353.3	0.0	571.3	1245.1
P.D. #7		96.7	352	2.0	50	6.0	61	0.0	0	93.7	263	0.0	0.0	2.0	4.0	9.0	15.0	30.7	0.0	0.0	30.7	150.4
P.D. #8		61.3	261	1.0	12	3.0	30	11.5	7	76.8	400	1.0	0.0	0.0	6.0	0.0	7.0	12.6	9.0	0.0	21.6	105.4
P.D. #10		37.0	85	0.0	0	0.0	0	40.6	205	77.6	380	3.4	0.0	31.0	0.0	0.0	34.4	53.0	121.2	0.0	174.2	286.2
P.D. #11		122.2	702	3.7	15.8	386	0.0	0	0	141.7	1,088	14.6	3.6	1.6	28.5	66.6	114.9	62.2	23.9	0.0	86.1	342.7
P.D. #12		28.3	101	0.0	0	0.3	3	0.0	0	28.6	93	0.0	0.0	0.0	13.4	0.0	13.4	53.5	63.3	0.0	116.8	158.8
P.D. #14		14.0	26	6.0	54	2.0	8	0.0	0	22.0	88	0.0	0.0	12.0	0.0	0.0	12.0	6.0	35.9	0.0	41.9	75.9
P.D. #18		11.2	27	0.0	0	0.0	0	0.0	0	11.2	27	0.0	0.0	5.7	0.0	8.8	14.5	0.0	100.0	0.0	100.0	125.7

CITY OF GALT: RECENT ANNEXATIONS																				
GALT: Recent Annexations	58.0	94	0.0	0	0.0	0	0.0	58.0	94	0.0	0.0	1.0	0.0	0.0	1.0	46.6	1227.4	0.0	1274.0	1333.0
P.D. #7	19.0	66	0.0	0	0.0	0	0.0	19.0	66	0.0	0.0	0.0	0.0	0.0	0.0	26.0	75.7	0.0	101.7	120.7
P.D. #8	14.0	8	0.0	0	0.0	0	0.0	14.0	8	0.0	0.0	0.0	0.0	0.0	0.0	5.4	115.5	0.0	120.9	134.9
P.D. #12	0.0	0	0.0	0	0.0	0	0.0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	14.2	23.0	0.0	37.2	37.2
P.D. #13	13.0	8	0.0	0	0.0	0	0.0	13.0	8	0.0	0.0	1.0	0.0	0.0	1.0	0.0	293.3	0.0	293.3	307.3
P.D. #14	10.0	10	0.0	0	0.0	0	0.0	10.0	10	0.0	0.0	0.0	0.0	0.0	0.0	1.0	224.2	0.0	225.2	235.2
P.D. #16	1.0	1	0.0	0	0.0	0	0.0	1.0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	301.1	0.0	301.1	302.1
P.D. #17	0.0	0	0.0	0	0.0	0	0.0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	167.5	0.0	167.5	167.5
P.D. #18	1.0	1	0.0	0	0.0	0	0.0	1.0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.1	0.0	27.1	28.1

REMAINDER: (Within Existing 1988 Sphere of Influence)																				
Remainder: Sphere of Infl	374.5	376	0.0	0	0.0	0	0.0	374.5	376	0.0	0.0	15.0	2.0	0.0	17.0	17.8	3564.5	0.0	3582.3	3973.8
P.D. #1	31.0	31	0.0	0	0.0	0	0.0	31.0	31	0.0	0.0	0.0	2.0	0.0	2.0	0.0	260.8	0.0	260.8	293.8
P.D. #2	46.0	46	0.0	0	0.0	0	0.0	46.0	46	0.0	0.0	0.0	0.0	0.0	0.0	0.0	417.0	0.0	417.0	463.0
P.D. #3	40.0	40	0.0	0	0.0	0	0.0	40.0	40	0.0	0.0	0.0	0.0	0.0	0.0	0.0	326.2	0.0	326.2	366.2
P.D. #4	22.7	23	0.0	0	0.0	0	0.0	22.7	23	0.0	0.0	0.0	0.0	0.0	0.0	0.0	375.8	0.0	375.8	398.5
P.D. #5	8.0	8	0.0	0	0.0	0	0.0	8.0	8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	178.3	0.0	178.3	186.3
P.D. #6	59.0	59	0.0	0	0.0	0	0.0	59.0	59	0.0	0.0	0.0	0.0	0.0	0.0	0.0	473.6	0.0	473.6	532.6
P.D. #7	26.0	26	0.0	0	0.0	0	0.0	26.0	26	0.0	0.0	0.0	0.0	0.0	0.0	0.0	291.3	0.0	291.3	317.3
P.D. #8	30.0	30	0.0	0	0.0	0	0.0	30.0	30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	432.3	0.0	432.3	462.3
P.D. #9	27.0	27	0.0	0	0.0	0	0.0	27.0	27	0.0	0.0	8.0	0.0	0.0	8.0	3.0	254.9	0.0	257.9	292.9
P.D. #10	7.0	7	0.0	0	0.0	0	0.0	7.0	7	0.0	0.0	7.0	0.0	0.0	7.0	0.0	126.2	0.0	126.2	140.2
P.D. #12	26.0	26	0.0	0	0.0	0	0.0	26.0	26	0.0	0.0	0.0	0.0	0.0	0.0	6.8	28.1	0.0	34.9	60.9
P.D. #14	20.0	20	0.0	0	0.0	0	0.0	20.0	20	0.0	0.0	0.0	0.0	0.0	0.0	8.0	64.5	0.0	72.5	92.5
P.D. #17	21.0	21	0.0	0	0.0	0	0.0	21.0	21	0.0	0.0	0.0	0.0	0.0	0.0	0.0	141.2	0.0	141.2	162.2
P.D. #18	10.8	10	0.0	0	0.0	0	0.0	10.8	10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	194.3	0.0	194.3	205.1

SPHERE OF INFLUENCE BY PLANNING DISTRICTS																					
Sphere of Influence P.D.'s	803.2	2,024	12.7	116	27.1	488	52.1	302	805.1	2,030	19.0	3.6	68.3	53.9	84.4	229.2	282.4	5145.2	0.0	5427.6	6551.9
P.D. #1	31.0	31	0.0	0	0.0	0	0.0	0	31.0	31	0.0	0.0	0.0	2.0	0.0	2.0	0.0	260.8	0.0	260.8	293.8
P.D. #2	46.0	46	0.0	0	0.0	0	0.0	0	46.0	46	0.0	0.0	0.0	0.0	0.0	0.0	0.0	417.0	0.0	417.0	463.0
P.D. #3	40.0	40	0.0	0	0.0	0	0.0	0	40.0	40	0.0	0.0	0.0	0.0	0.0	0.0	0.0	326.2	0.0	326.2	366.2
P.D. #4	22.7	23	0.0	0	0.0	0	0.0	0	22.7	23	0.0	0.0	0.0	0.0	0.0	0.0	0.0	375.8	0.0	375.8	398.5
P.D. #5	8.0	8	0.0	0	0.0	0	0.0	0	8.0	8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	178.3	0.0	178.3	186.3
P.D. #6	59.0	59	0.0	0	0.0	0	0.0	0	59.0	59	0.0	0.0	0.0	0.0	0.0	0.0	0.0	473.6	0.0	473.6	532.6
P.D. #7	141.7	444	2.0	50	6.0	61	0.0	0	149.7	555	0.0	0.0	2.0	4.0	9.0	15.0	56.7	367.0	0.0	423.7	588.4
P.D. #8	105.3	299	1.0	12	3.0	30	11.5	7	120.8	348	1.0	0.0	0.0	6.0	0.0	7.0	18.0	556.8	0.0	574.8	702.6
P.D. #9	27.0	27	0.0	0	0.0	0	0.0	0	27.0	27	0.0	0.0	8.0	0.0	0.0	8.0	3.0	254.9	0.0	257.9	292.9
P.D. #10	44.0	92	0.0	0	0.0	0	40.6	295	84.6	387	3.4	0.0	38.0	0.0	0.0	41.4	53.0	247.4	0.0	300.4	426.4
P.D. #11	122.2	702	3.7	15.8	386	0.0	0	0	141.7	1,088	14.6	3.6	1.6	28.5	66.6	114.9	62.2	23.9	0.0	86.1	342.7
P.D. #12	54.3	127	0.0	0	0.3	3	0.0	0	54.6	130	0.0	0.0	0.0	13.4	0.0	13.4	74.5	114.4	0.0	188.9	256.9
P.D. #13	13.0	8	0.0	0	0.0	0	0.0	0	13.0	8	0.0	0.0	1.0	0.0	0.0	1.0	0.0	293.3	0.0	293.3	307.3
P.D. #14	44.0	56	6.0	54	2.0	8	0.0	0	52.0	118	0.0	0.0	12.0	0.0	0.0	12.0	15.0	324.6	0.0	339.6	403.6
P.D. #16	1.0	1	0.0	0	0.0	0	0.0	0	1.0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	301.1	0.0	301.1	302.1
P.D. #17	21.0	21	0.0	0	0.0	0	0.0	0	21.0	21	0.0	0.0	0.0	0.0	0.0	0.0	0.0	308.7	0.0	308.7	329.7
P.D. #18	23.0	40	0.0	0	0.0	0	0.0	0	23.0	40	0.0	0.0	5.7	0.0	8.8	14.5	0.0	321.4	0.0	321.4	358.9

Note: P.D. #15 was consolidated into P.D. #18 during the course of the study.

POTENTIAL CONDITIONS

The General Plan will guide many day-to-day decisions affecting land uses in the City, and the policies contained in each of the other Plan Elements have been selected with this understanding. Those policies, ranging from vegetation protection to economic development, were each selected from a set of alternatives offering choices in the degree of City action or involvement desired.

Similarly, the City has choices in how it directs and regulates the location, extent, and intensity of its land uses through the Land Use Element. A number of alternative policy directions and land use maps were discussed during the preparation of this Element. These alternatives are discussed in this section. A number of key issues were addressed which included:

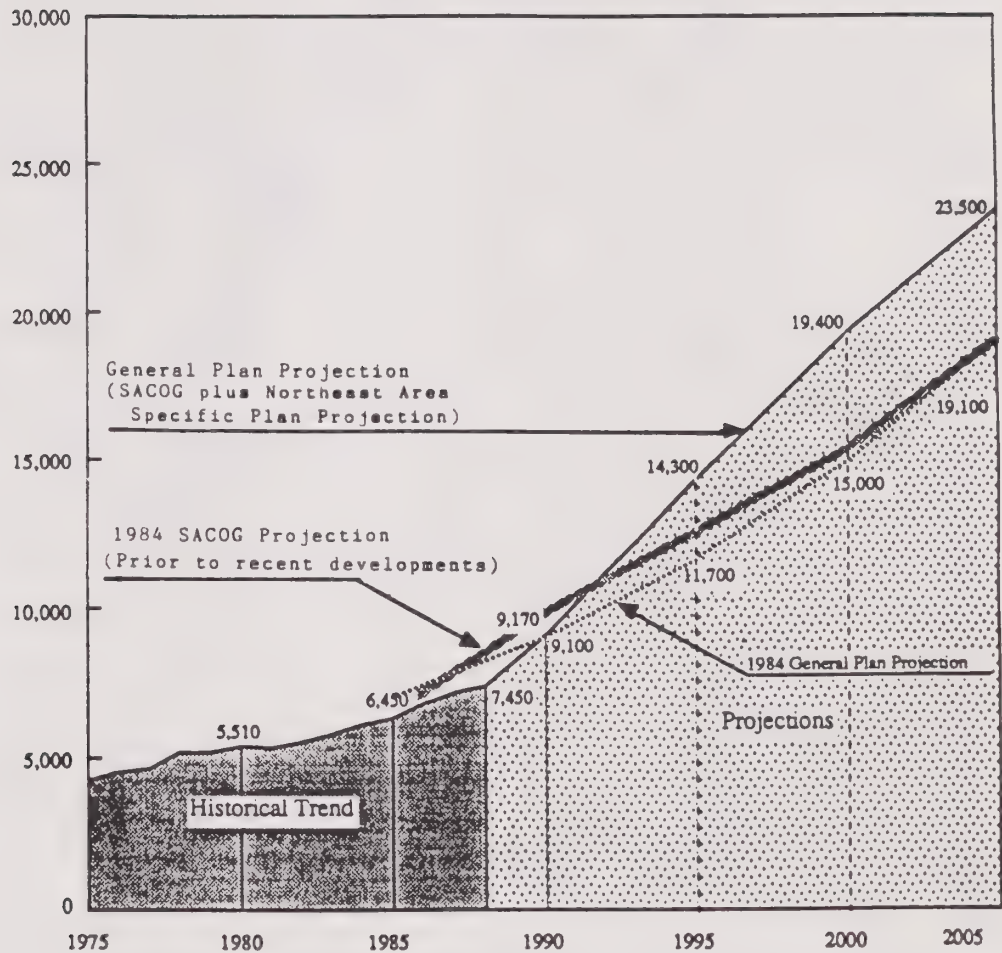
- Population
- Urban form
- Growth management to ensure positive fiscal outlook
- Annexation policy (including any changes to the Sphere of Influence)
- Treatment of the Central Business District and older downtown area
- Jobs/housing balance
- Desired housing mix
- Community image

Population Element

The Housing/Population Element provides a detailed discussion of population projections for the City. Several different projections of the City's population have been made in recent years. It is assumed in this General Plan, based on existing land use designations, population trends, recent development permit activity, and the adoption of the Northeast Area Specific Plan, that Galt's population will grow modestly through 1990 and then at an increased, fairly rapid rate reaching a population of approximately 23,500 by the year 2005. Of course, an economic slow down or other factors could result in a slower growth rate. As a result, growth should be monitored.

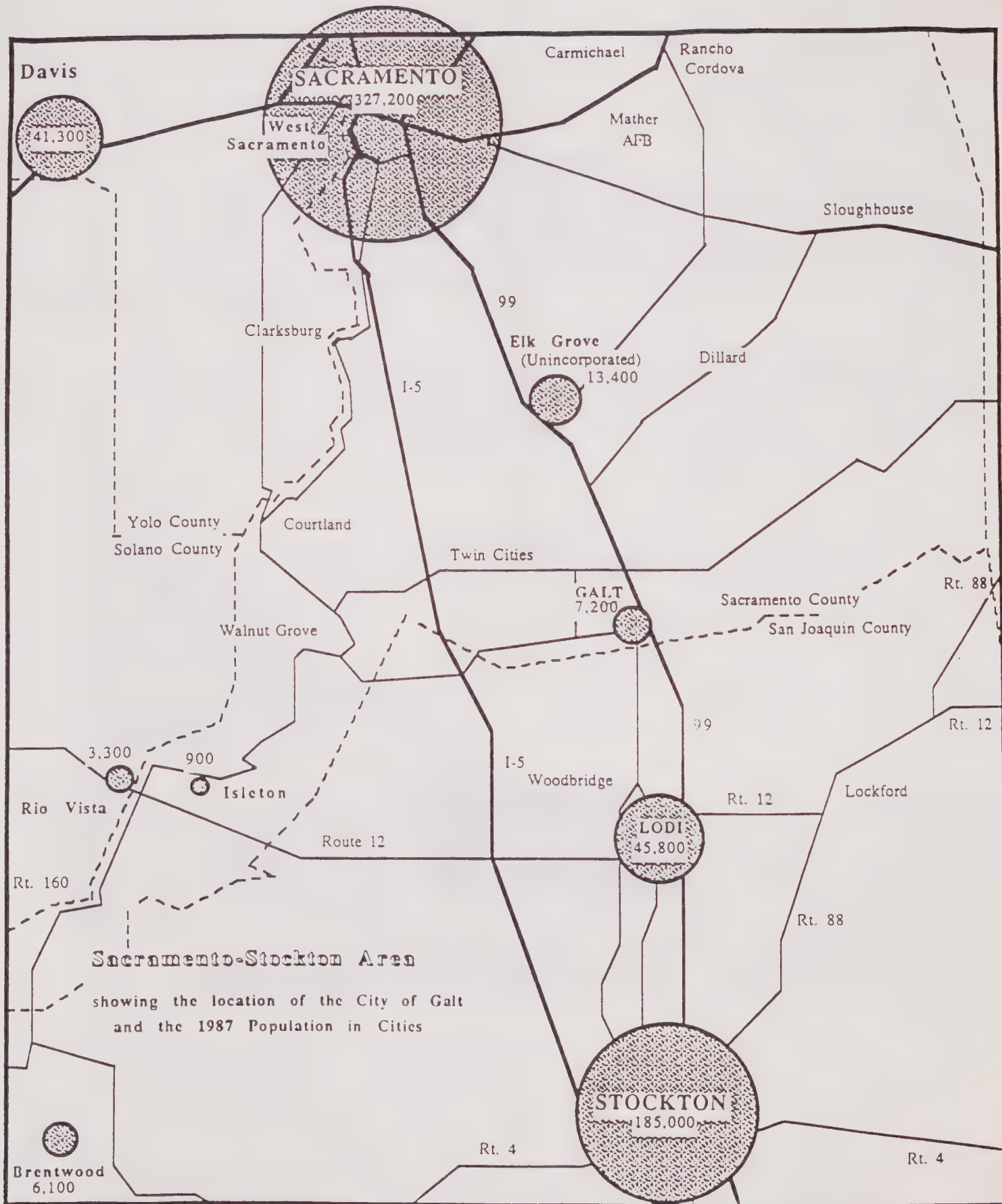
POPULATION TRENDS & PROJECTIONS

City of Galt
1975-2005



Source: City: 1975-1987 ... State Finance Department

Projections by 1984 General Plan, SACOG, and Northeast Area Specific Plan
These projections were extended to 2005 by JWC using % of County Method.



CITY OF GALT

G-12

GENERAL PLAN AND

**LAND USE CATEGORIES TO SUPPORT YEAR 2005
23,500 POPULATION AND APPROPRIATE
JOBS/HOUSING BALANCE**

Type of Land Use	Housing Units	Employ- ment	Acres.
TOTALS	8,200	7,014	1,936
RESIDENTIAL USES	8,200		1,096
Single Family	5,700		877
Medium Density: (Mobile & Multi- plexes)	708		114
High Density (Apart- ments/Condom.)	1,792		149
COMMUNITY USES		1,720	314
Schools, Public		670	146
Schools, Private		90	12
Parks & Recreation (See Golf Course "Other")			
Waterways			
Churches		100	64
Social & Sports Clubs		80	48
Library		111	1
Day Care Centers		24	12
Senior Centers		20	6
Hospital		210	5
Nursing Facilities		120	5
Medical/Dental Offices		260	6
Municipal Services		137	5
Utilities		10	4
COMMERCIAL/ INDUSTRIAL USES		5,169	275
Retail		1,616	62
Offices		1,862	47
Lodging		74	5
Service-Commercial		256	21
Yards/Storage		127	32
Research & Development		213	5
General Industrial		505	34
Warehouse/Distrib.		516	69
OTHER (VACANT, AG., OTHER)		125	251

Urban Form

The City's future urban form is one of the most basic subjects of land use policy. Given projected growth, the City has the potential to be developed in different patterns. Three alternative land use maps were discussed by the General Plan Committee. They are:

- Alternative 1 - West Side and Northeast Emphasis
- Alternative 2 - Strong Urban Core
- Alternative 3 - Scattered Urban Form

Each sketch plan alternative was intended to be reasonably logical. There was no "best" sketch plan and the selected map was a combined version. They were intended to illustrate basic choices and focus discussion.

A variation on Alternative 2 was selected as the urban form to be set forth in this General plan - In general, emphasis on urban development within the City will result in a compact urban form is desired. The advantage of compact urban form is that it is generally more efficient in the use of lands and buildings already committed for urban use, and in the cost of providing public facilities and services to those areas. Additionally, compact urban form is less impacting on agricultural uses and the natural environment surrounding the City.

Increased use of the historic commercial buildings and the redevelopment of some areas, such as the Galt Middle School property is envisioned. The City will encourage industrial infill in the recently established Galt Industrial Center.

Growth Management / Fiscal Concerns & Public Facility Provision

Related to urban form is the cost of providing public facilities and services. The City does have the potential to determine the parts of the Planning Area which can be efficiently served with urban public services during the time period of this Plan. If coordinated with capital improvement programs and development fee schedules, this approach would encourage development consistent with the selected Land Use Map while fostering fiscal balance. In addition, the general plan is an appropriate place to establish a reasonable relationship between necessary public improvements and developer fees required by California Government Code Section 66000. Concurrent with the preparation of this General Plan, a public facilities fee study was prepared by economist John Cone for the City. The conclusions in that report form the basis for the Public Facilities Element. The overall conclusions of the report recognize that in order for new growth to pay for itself in Galt, compact rather than scattered growth should be the goal. As a result, the Public Facilities Element includes a policy which calls for an Urban Development Direction line which will direct growth to an urban area which will accommodate the 23,500 population projected for the year 2005.

A related issue is the desired level of service for public facilities. The land use policies can be used to manage growth so that desired levels of service are not exceeded. Various techniques can be used to monitor growth to ensure desired public facility levels of service are not being exceeded including:

1. Annual growth monitoring and level-of-service monitoring (of key roads for instance)
2. Use of specific plans for large parcels to ensure a comprehensive look at public facilities provision

The Public Facilities Element policies call for growth monitoring and a related policy was selected for the Land Use Element which includes the use of Specific Plans.

Growth Management / Jobs-Housing Balance

Development fees are not the only way to provide for public facilities and a positive fiscal outlook. The Public Facilities/Fiscal Element discusses the relative revenue benefit of various land uses to the City. Job providing land uses balanced with housing provision are particularly valuable to the City because they provide income to residents which will be spent in Galt, generating sales tax revenues and other economic benefits. During the General Plan preparation the creation of a land development phasing program to ensure that the preferred jobs/housing balance is reached was discussed. The selected program was a combination of yearly monitoring of housing affordability goals progress as well as the placement of excess industrial/commercial lands (beyond the Year 2005 need) in Special Studies Zones and designation for Phase II and III development (beyond the Year 2005). A key concern is ensuring against an irreversible loss of commercial or industrial land to outpacing residential development. If residential growth were allowed to significantly outpace job producing development, the ability to create this balance and a secure fiscal outlook could be lost: the phasing program is intended to guard against this outcome.

A related concern is County land use designation consistency with City designations within the Sphere of Influence. For instance, it would be counter to City jobs-housing balance goals for the County to allow fairly small rural residential lots in areas within the Sphere designated by the City as industrial. The current County General Plan designations to the west and northwest of the City allow for one and two acre lot sizes which is inconsistent with this goal. This plan designates much of this area as Rural Residential (5-acre min. lot size).

Annexation Policy

A city's annexation policy is one way of phasing land development to fit fiscal and urban form goals. A number of annexation policies were discussed

during preparation of the General Plan. Prioritization of annexation areas was one policy discussed. This was accomplished via the phasing shown on the Land Use Map. Phase I, II, and III are within the existing Sphere of Influence (1990). Additional Sphere expansions will be in Phase II, III, or IV. The City intends to expand its Sphere of Influence as shown on the Land Use Map in order to ensure the future annexation of lands with a logical relationship to the City of Galt. The graphic borders created by the Cosumnes River, Dry Creek, and the traction line were determined to be logical future boundaries. It is assumed that these boundaries may be considered for annexation in the distant future. As a result, no changes in land use designations are proposed outside the existing Sphere of Influence. However, during the preparation of the General Plan there was concern that the Sacramento City-County consolidation would preclude future expansion of the City's boundaries - thus the proposed sphere of influence was recommended by the Committee, Planning Commission, and Council.

Annexations and subsequent development have the potential to be either consistent or inconsistent with the City's General Plan policies, Land Use Map, and pre-zoning. Consistency can be enhanced by requiring submittal of detailed information and planning for the properties proposed for annexation. Knowing the details of a proposal is a prerequisite to its comprehensive evaluation under the numerous and multi-faceted policies of the General Plan. Appropriate submittals could consist of conceptual site plans, preliminary plans showing on- and off-site public facilities needed to serve the area, and proposals for the payment of costs to provide these facilities.

Large Parcels Desired Housing Mix

The Housing Element identifies a particular mix of single-family and multi-family housing units required to achieve a stock of housing available to a variety of income groups. It will be important to consider the Housing Element policies on housing mix when large parcels are developed since a large development may substantially alter the balance of various housing types.

As in the case of the City as a whole, the pattern of development in large parcels within the Sphere of Influence can vary. With regard to residential uses various approaches were discussed during preparation of the General Plan:

- 1) The traditional approach of designating single land uses on specific portions of each large parcel, or
- 2) The planned unit development approach in which an overall permitted density for the parcel is identified, but the arrangement of the densities is left up to the developer (within the parameters of other General Plan requirements)

and zoning). This would require substantial revision of the current zoning ordinance and substantial additional planning staff time.

3) Preparation of Specific Plans.

The advantage of the traditional approach is knowing precisely where land uses will be located, barring future General Plan amendments. If this approach is taken in Galt, it is likely that the outlying lands will continue to be developed at uniform suburban, single-family densities (excepting the Northeast Area, which is planned for mixed densities). This type of development minimizes conflicts between different dwelling types within the newly developing large parcels. Multi-family housing designations would likely be provided in more central locations on smaller parcels.

The advantage of the planned unit development and specific plan approaches is that segregation of housing types and income levels is avoided. Monotony of urban design is less likely. Additionally, the balance among different housing types may be maintained on a more continuous basis. The Housing Element notes that the PUD or the Specific Plan approach on large parcels may be the only way to ensure the housing mix desired by the City since these parcels have the greatest development interest. And, a final advantage is the flexibility the planned unit development or specific plan approach offers in clustering housing units and avoiding destruction of sensitive and desired natural features. For these reasons, a PUD or Specific Plan approach was considered desirable by the General Plan Committee.

Community Image

Future community image can be addressed in a General Plan in many ways. A general image can be defined or very specific features can be required in individual neighborhoods. The general plan questionnaire results noted the City's small town image as a major positive factor. If this image is to be retained and a generally high quality urban design is to be achieved, it will be the City's responsibility to promote and coordinate the desired image.

The City's key design features include:

- Highway 99
- Main arterials
- Older central residential neighborhoods
- New residential neighborhoods
- Central Business District
- Old Downtown
- Civic Center

The question: How can the small town image and good urban design be achieved? can be asked regarding each of these areas.

Highway 99. Highway 99 will continue as a major image maker for the City. How can this corridor benefit the City's image? A number of possibilities were discussed during preparation of the General Plan. A major concern will be coordinated treatment of noise walls along new residential areas. The Noise Element requires berming and plantings along these walls to reduce impacts. A coordinated planting scheme or recommended plant list was discussed as a possibility, but the General Plan Committee did not feel this necessary, preferring a varied treatment.

Commercial and industrial uses along Highway 99 will not be screened by noise walls because they are not noise sensitive uses. These uses along highways typically build out in an uncoordinated manner. Small, individual developments which occur do not allow for extensive landscaping or generous setbacks. The result is often an enclosed, cluttered corridor. The General Plan Committee discussed a number of options to avoid this effect including:

- Creation of special landscaping and setback requirements
- Requirement of large minimum lot sizes to promote larger scale developments with adequate room for coordinated frontage road accesses, landscaping, and coordinated architecture.

However, the disadvantage of developing special standards is the large amount of planning staff time required. The General Plan Committee felt that individual review of development in this area would provide adequate design control.

Main Arterials. Each existing and future arterial or major collector in the City is a major urban design feature contributing to the image of the City. The City has the opportunity to create a theme on each of these arterials through required plantings, setbacks, and even architecture. The General Plan Committee discussed this possibility but felt that a varied treatment is more desirable and that review of individual developments will provide adequate design control.

At this time, the Committee felt that only key entry points within rights-of-way should have coordinated treatment.

The following rural roads are discussed as natural visual amenities in the Conservation/Open Space Element:

Kost
Sargent

Harvey
Robson

Boessow

Vegetation retention requirements apply to these roads as they become incorporated into the City and can be found in the Circulation Element.

Older Downtown Neighborhoods . The area generally bounded by 1st and Lincoln Streets and Harvey and F Streets form Galt's original residential neighborhoods. A key community image issue is whether or not these neighborhoods should be vigorously protected to retain their existing single-family character or if higher density housing or other types of uses should be allowed. These issues were discussed during preparation of the General Plan. The latter alternative would change the existing image of these neighborhoods and potentially tax the capacity of sewer and water lines in the area. The sewer and water lines in these areas were not designed for multi-family densities. Two alternative maps for the older residential area and downtown district were considered. One showed existing designations, the second designations which reflect existing character more directly. The Committee selected this second alternative. To encourage retention of the existing character of this area a new zoning district will be needed which is flexible with regard to existing small lot sizes in these areas. In addition, certain parcels along C Street should be zoned Office-Professional to provide a buffer to adjacent residences and to encourage adaptive reuse of distinctive older structures in this area.

New Residential Neighborhoods . The respondents to the General Plan questionnaire overall expressed a desire to retain Galt's small town atmosphere. A key community image concern is how new housing areas can contribute to a small town feeling as the City grows to a much larger population. Two approaches to this issue were discussed during preparation of the General Plan:

1. Special residential design criteria, or
2. Design control through standard subdivision and zoning requirements. The General Plan Committee felt that this less restrictive approach is more desirable since incompatible uses are the main concern in residential areas. In addition, large new developments will be required to submit specific plans or PUDs which can foster creative design.

Central Business District. The Central Business District along Lincoln and C Streets currently has no particular central design theme. Three approaches were discussed by the General Plan Committee.

1. The City could opt to not dictate design in this area, but rather work towards economic revitalization in hopes that a general aesthetic upgrade would result.
2. Alternately, a theme could be established to be carried out by landscaping, architecture, signage, or other elements of new development.

This approach was considered too restrictive by the Committee.

3. The Committee chose the following approach: Stimulating revitalization of the Central Business District by provision of a high level of maintenance for streets and other facilities and services and to provide technical assistance to and coordination of any private building renovation efforts. Additionally, the City should embark on a program providing additional sidewalk amenities in the downtown areas (see Historic Element).

Old Downtown District. This area along with the adjacent railroad land is critical to Galt's future image because of its central location. Design of these areas are discussed in the Historic Element and Parks and Recreation section of the Conservation and Open Space Element. In those elements it is recommended that the railroad land be designated Public/Quasi-Public and that the historic area be preserved and protected via special zoning regulations and other methods. The key issue is similar to that of the Central Business District as a whole - economic revitalization is a key to upgrading the area. The Historic Element sets forth an agenda related to economic revitalization of this area for consideration by the City's Historic Preservation Committee. The Committee is also directed to make design review decisions in this area. One particular land use decision which may affect the economic viability of downtown is the amount of residential use allocated west of the area. Residents in the west and southwest often travel through downtown to get to the Highway or other parts of Galt. Extensive residential land is designated in this area by this General Plan which will assist in creating a market for commercial uses in Old Downtown.

Civic Center. The Civic Center and Farmers/Merchant Bank area forms a focal point and entry statement for the City. Surrounding properties should continue to be required to conform to the theme already in place. The Committee felt that existing design review required in the Civic Center area is adequate to foster compatible design.

Entry Points. Key entry points should be improved and maintained by the City including:

- Existing and future interchanges
- The Joy Dr./Lincoln Way triangle
- Lincoln Way area at Dry Creek

The Committee saw this emphasis on entry points as desirable and a guiding policy was developed (see Land Use Policy 11).

Natural Open Space. Treatment of the City's main open space areas will be important to retaining a rural feeling as the City urbanizes. Open space along Dry Creek, Deadman Gulch, and key wooded sites are called for in the Conservation/Open Space Element.

Opportunities for Special Land Uses

The City has the opportunity to provide for special uses on its Land Use Map. The following special use land use categories were discussed during preparation of the General Plan:

Auto Center. Automobile dealership centers have proven to be a reliable source of revenue for other communities. It may be possible to establish an auto center in Galt because of the following factors:

- Relatively low land and development costs;
- Presence of visible lands along Highway 99; and
- Unique ability to use industrial development bonds due to special, recently adopted State legislation.

The City may be able to prompt the development of a center by use of a special General Plan designation/proposal and the provision of specific information to land owners and developers with experience with auto centers. A potential location for an auto center is between the Galt Industrial Center and Highway 99 near the Walnut Avenue interchange and other lands adjacent to Highway 99. The Committee felt that a special auto center land use designation or zoning would be appropriate. This site has been designated Commercial by this Plan and an Auto Center Zoning text should be prepared in the event that an auto center developer can be attracted to the City.

Commercial Centers Outside City Core. With regard to new commercial developments outside of the existing City core, the major issue is timing. A market study recently prepared for the City (John Cone, City of Galt Shopping Center Feasibility Study, 1987) indicates that there is currently demand for one new shopping center in the City with future grocery-store anchored centers supportable about every five to eight years beginning in the early 1990s. Proposals for a downtown shopping center have been discussed in recent years, with the latest focus on the Galt Middle School as a possible redevelopment site. The potential exists for some spinoff in economic activity to other parts of the Central Business District if a downtown center is properly developed. This potential will be reduced if outlying centers are established prior to the establishment of the downtown center. This indicates that a phasing of shopping center developments may be appropriate. Thus, this Plan recommends the placement of a Special Studies overlay on commercial sites outside the existing commercial core to be removed only if market studies demonstrate a clear need and no impact to existing core businesses.

Middle School Shopping Center. Existing City policy (1984 General Plan) calls for eventual use of the Middle School Site as a shopping center, with the advantage of bolstering the central core. In addition, the Northeast Area Specific Plan prohibits construction of a shopping center in that area until the Middle School Shopping Center is constructed or plans are called off.

Flea Market Relocation . The City Council has discussed the potential for relocating the flea market to another site. Long-term possibilities for new sites should be considered. However, currently the flea market is an important part of the City's economy. One quarter of the City's revenues come from this source and relocation in the short-term could affect this revenue source.

Industry . The potential for new industries locating in Galt is good because of the relatively low cost yet positive image of the Galt Industrial Center. The City's investment in the Galt Industrial Center will be maximized if new industries continue to locate in the Center. Additionally the potential for land use conflicts will be reduced. However there is some potential that some industries will be proposed outside of the Center and other designated locations, and even outside of the City due to property ownership and cost considerations. The Committee discussed whether or not to allow scattered industrial uses or promote a larger industrial complex near the existing center. The key advantage to a single industrial area is a reduction in land use conflicts. In addition, industrial land uses concentrated in the northwestern portion of the City would provide for a coordinated image, a larger recognizable center, and opportunities for coordinated high quality design visible from Highway 99. The Committee opted for this northwestern industrial area as well as a smaller industrial area surrounding the Crystallite Block plant. A number of industrial parcels in the northwest area include the Special Studies overlay, again because the need will be in the long-term and the City wishes to foster a compact urban form.

Review for Consistency with General Plan

As a City grows it can become more difficult to ensure that the volume of development applications and individual daily planning decisions are consistent with the General Plan. At a minimum, the City must adopt land use designations and zoning designations which are consistent with the general plan. The City also has the alternative of further ensuring general plan consistency in the following ways:

- Detailed zoning regulations incorporating key features of the General Plan (such as the Historic Combining Zone).
- Business license applications could trigger development review;
- Expanded use of conditional use permits to ensure comprehensive review;
- Greater reliance on ministerial decisions within the Planning Department guided by the General Plan.

The General Plan Committee felt that any of the above techniques would be appropriate to implementing a General Plan consistency policy.

The Land Use Element Policies which set forth land use designations noted that in many cases new zoning districts or revised zoning text are needed to better reflect the intent of the General Plan. The Zoning Code was first drafted in 1962 and this original text still constitutes the bulk of the current code (minor revisions did occur in 1975, 1979 and the last couple of years).

In addition to the specific consistency need raised by the General Plan update, a number of other specific needs have been identified.

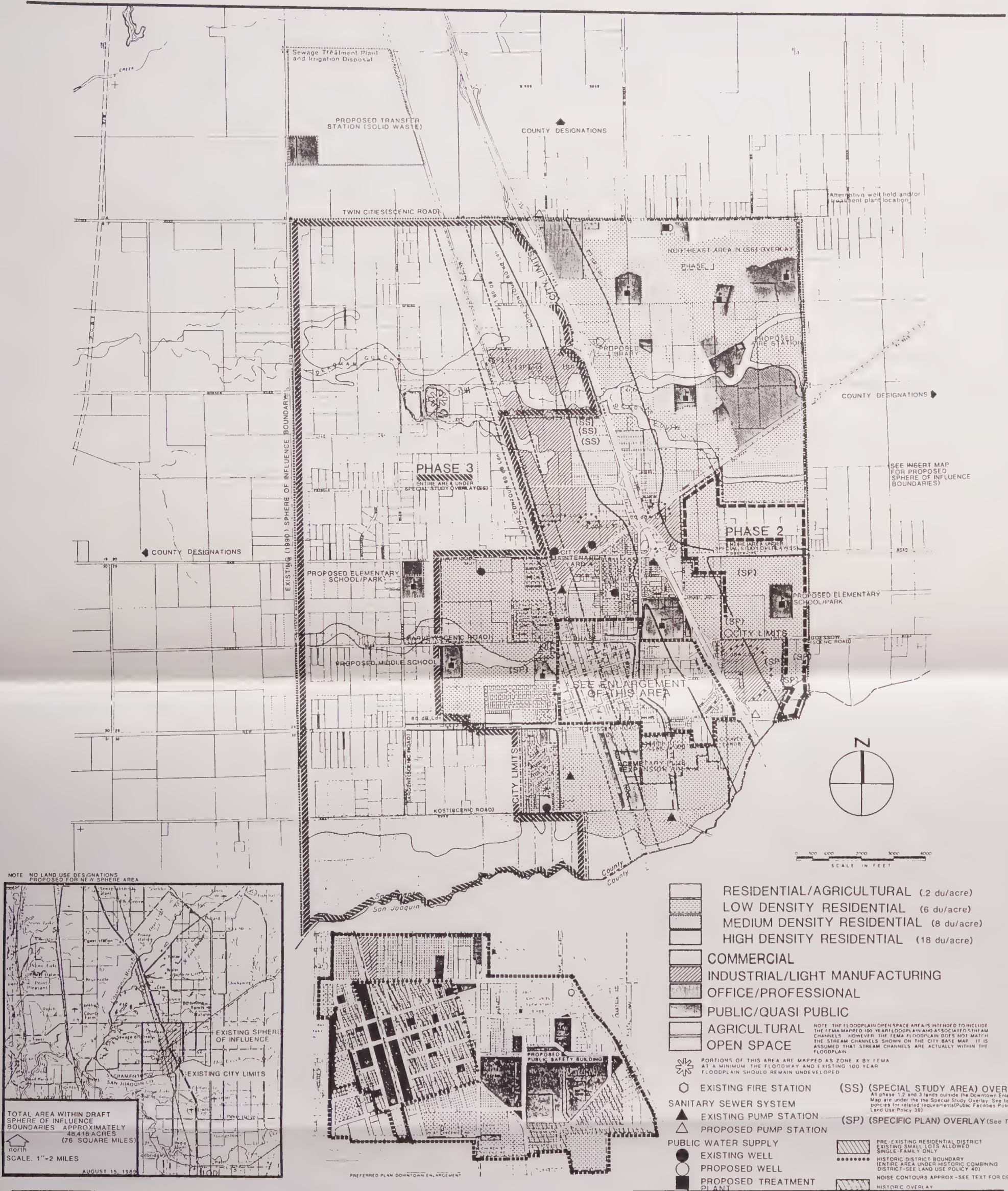
The following list indicates some areas of State law which need to be reflected in the Zoning Ordinance:

- Welfare and Institution Code
- Health and Safety Code
- Business and Profession Code
- Public Resource Code
- Government Code

Major issues which should be considered include:

- Comprehensive parking and sign provision applicable to various zoning districts;
- Establishing definitive development review procedures, including incorporation of business licenses;
- Recognition and incorporation of the California Environmental Quality Act;
- Expansion of use lists for both permitted and conditionally permitted uses by zoning district;
- Evaluation of the appropriateness of existing zoning districts;
- Evaluation of need to establish new zoning districts;
- Establish a consistent method of administrative, quasi-legislative and legislative review;
- Establish consistency with the General Plan and other applicable regulatory documents and policies.

The estimated cost for a consultant-prepared zoning revision, including applicable environmental documentation is approximately \$30,000. The Planning Department has anticipated these needs and has requested funding in the 1988/1989 fiscal year for a comprehensive revision of the Zoning Ordinance.



CITY OF GALT

GENERAL PLAN

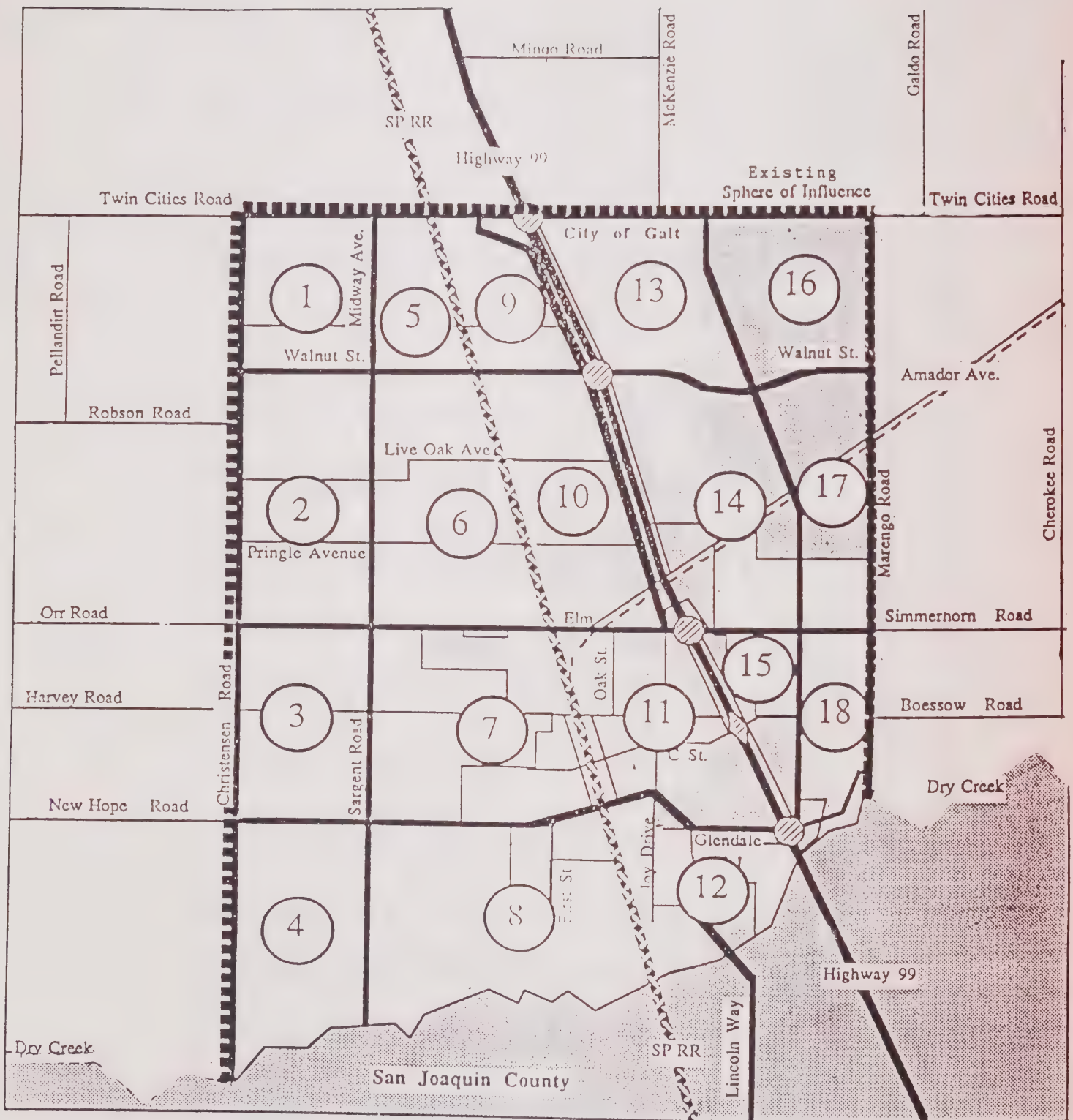
LAND USE MAP & OPEN SPACE PLAN

REVISIONS		
DATE	DESCRIPTION	BY
10/15/89	1. PREPARED BY: [Name]	[Name]
11/15/89	2. REVIEWED BY: [Name]	[Name]
12/15/89	3. APPROVED BY: [Name]	[Name]

PROPOSED LAND USE PLAN

GALT GENERAL PLAN - BY PLANNING DISTRICTS

	Housing Units										Commercial-Office-Industrial				Public/ Quasi- Public	Open Space	TOTAL ACRES
	..Agric. Res.. Acres		...Single Family.. Acres		Medium Density Acres		...High Density.. Acres		.... TOTALS Acres		Com- mercial	Office/ Profes.	Indus- trial	TOTAL			
	H.U.'s Exist.		H.U.'s Dens:	43	H.U.'s Dens:	5.5	H.U.'s Dens:	12	H.U.'s								
Map Area																	
Total	2548.3	293	1736.3	7466	353.1	1942	101.7	1220	4739.4	10,922	183.3	137.1	320.8	641.2	342.6	922.0	6,645.2
Plang Dists	2548.3	293	1736.3	7466	353.1	1942	101.7	1220	4739.4	10,922	183.3	137.1	320.8	641.2	342.6	922.0	6,645.2
#1	286.5	31	0.0	0	0.0	0	0.0	0	286.5	31	0.0	0.0	0.0	0.0	0.0	13.7	300.2
#2	396.2	46	0.0	0	0.0	0	0.0	0	396.2	46	0.0	0.0	0.0	0.0	0.0	85.9	482.1
#3	335.4	40	0.0	0	0.0	0	0.0	0	335.4	40	0.0	0.0	0.0	0.0	0.0	30.4	365.8
#4	220.9	23	0.0	0	0.0	0	0.0	0	220.9	23	0.0	0.0	0.0	0.0	0.0	185.5	406.4
#5	177.7	8	0.0	0	0.0	0	0.0	0	177.7	8	0.0	0.0	0.0	0.0	0.0	0.0	177.7
#6	401.1	59	0.0	0	0.0	0	0.0	0	401.1	59	0.0	0.0	0.0	0.0	0.0	128.2	529.3
#7	102.7	12	366.4	1576	19.5	107	0.9	11	489.5	1706	0.0	0.0	0.0	0.0	53.2	54.2	596.9
#8	303.0	35	152.2	654	20.4	112	2.0	24	477.6	826	0.0	0.0	2.0	2.0	13.5	219.5	712.6
#9	225.0	27	0.0	0	0.0	0	0.0	0	225.0	27	6.6	0.0	0.0	6.6	0.0	0.0	231.6
#10	0.0	0	13.9	60	45.8	252	3.4	41	63.1	352	51.0	0.0	238.4	289.4	0.0	70.3	422.8
#11	0.0	0	85.8	369	60.2	331	17.0	204	163.0	904	61.4	1.5	3.6	66.5	101.4	0.0	330.9
#12	0.0	0	225.9	971	7.7	42	3.2	38	236.8	1052	11.4	0.0	0.0	11.4	29.4	33.1	310.7
#13	0.0	0	140.6	605	50.0	275	22.7	272	213.3	1152	25.0	34.4	0.0	59.4	34.6	0.0	307.3
#14	33.1	4	226.5	974	94.0	517	19.8	238	373.4	1733	7.4	0.0	24.6	32.0	16.0	60.1	481.5
#15	0.0	0	101.7	437	3.7	20	3.7	44	109.1	502	8.5	0.0	23.1	31.6	0.0	0.0	140.7
#16	0.0	0	184.8	795	26.4	145	29.0	348	240.2	1288	0.0	5.2	0.0	5.2	56.7	0.0	302.1
#17	66.7	8	101.1	430	25.4	140	0.0	0	192.2	578	0.0	96.0	0.0	96.0	0.0	36.0	342.2
#18	0.0	0	138.4	595	0	0	0.0	0	138.4	595	12.0	0.0	29.1	41.1	37.8	5.1	222.4

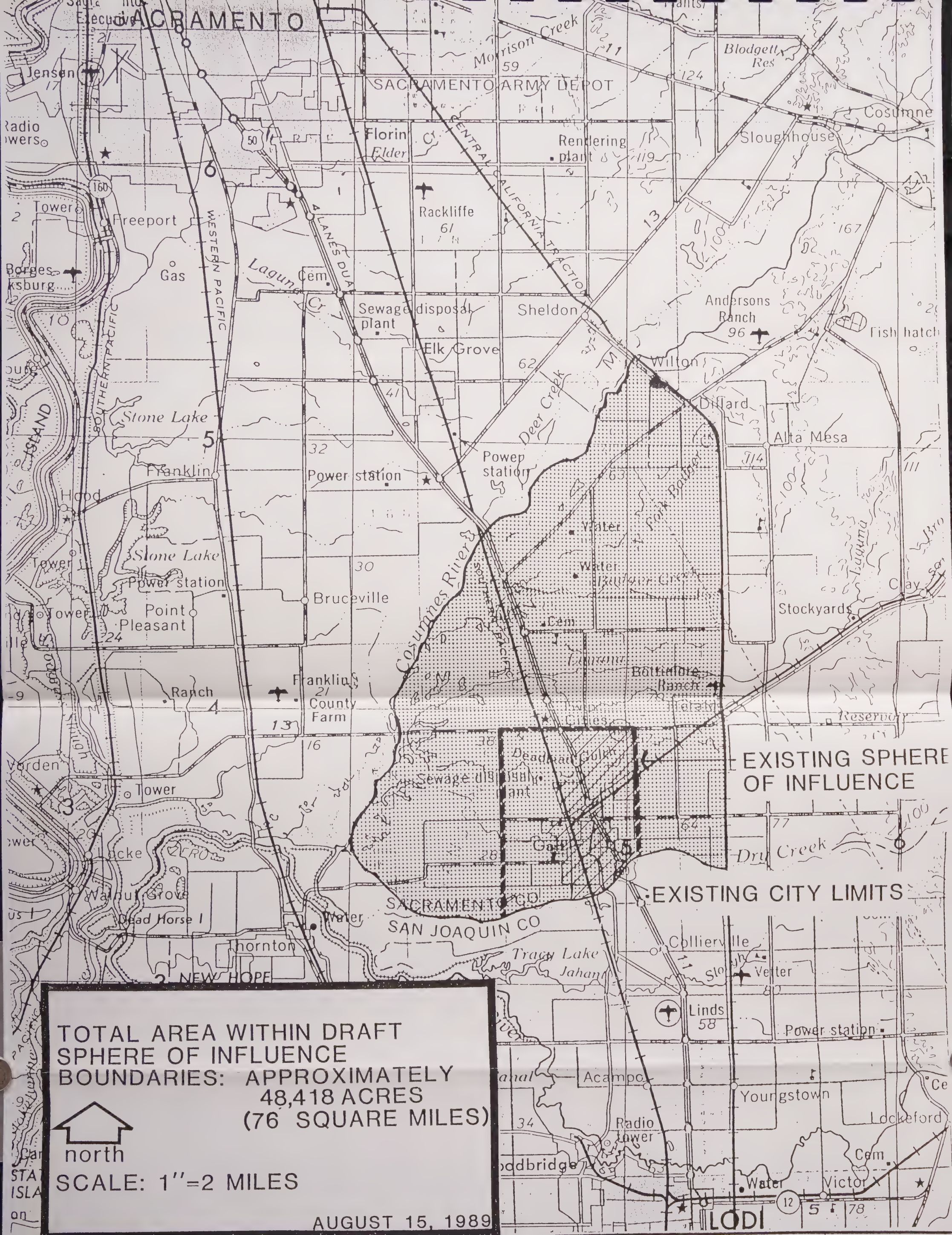


CITY OF GALT

GENERAL PLAN

Planning Concepts **G-26**

Planning Districts



TOTAL AREA WITHIN DRAFT
SPHERE OF INFLUENCE
BOUNDARIES: APPROXIMATELY
48,418 ACRES
(76 SQUARE MILES)



SCALE: 1"=2 MILES

AUGUST 15, 1989

NOTE: NO LAND USE DESIGNATIONS
PROPOSED FOR NEW SPHERE AREA

CITY OF GALT

GENERAL PLAN Planning Concepts

DRAFT SPHERE OF INFLUENCE AREA

GENERAL PLAN LAND USE DESIGNATION/ZONING CONSISTENCY

EXISTING ZONING DISTRICTS

PROPOSED ZONING DISTRICTS

SPECIAL NORTHEAST AREA SPECIFIC PLAN ZONES

GENERAL PLAN LAND USE DESIGNATIONS	R-1-A Low Density Single-Family	R-1-B Intermediate Density Single-Family	R-1-C Maximum Density Single-Family	R-2 Medium Density Residential	R-3 Multiple Family	R-M Mobile Home Subdivision	C-R Commercial Residential	C Commercial	H-C Highway Commercial	C-M Commercial Manufacturing	M Industrial	(PD) Planned Development	(F) Flood	(F-H) Factory-Built Housing	REC Recreation	AG Agricultural	RA Residential Agricultural (Pre-Existing Residential)	OP Office Professional	CBD Central Business District	N-C Neighborhood Commercial	LM Light Manufacturing	OS Open Space	(H) Historic	(SS) Special Study Area	(DC) Design Combining	(SP) Specific Plan	(Auto) Auto Center	PQ Public/ Quasi-Public	R&D Research and Development	Business Park	(R) Reserve	Public/ Quasi-Public	Office Professional	CC Community Commercial	
Residential-Agricultural	R					R						R	R	R	R								A	A	A	A		A							
Low Density Residential	R	R	R			R						R	R	R	R								A	A	A	A		A							
Medium Density Residential	R	R	R	R		R						R	R	R	R								A	A	A	A		A							
High Density Residential	R	R	R	R	R	R						R	R	R	R								A	A	A	A		A							
Office Professional	R	R	R	R								R	R		R			A	A				A	A	A	A		A	C	C			C		
Commercial							R	R	R			R	R		R			A	A	R			A	A	A	A	A	A			C	C		C	
Industrial/Light Manufacturing											R	R	R		R						A		A	A	A	A	A	A	C	C					
Public-Quasi Public										X		R	R		R								A	A	A	A		A							
Open Space/Recreation												R	R		R	A						A	A			A									
Open Space/Floodplain												R	R		R								A			A									
Agriculture	R	R	R	R	R	R	R	R	R		R	R	R	R	R	A		A		A		A	A	A	A	A		A	C	C					
(Special Study Area)																																			
(Pre-Existing Residential Area)	R	R	R	R	R			R	R		R	R			R	A			A			A	A		A			A							
(Historic) Area	R	R										R	R		R								A	A	A			A							
(Specific Plan)	R	R	R	R	R	R		R	R		R	R	R	R	R	A	A	A				A	A	A	A	A		A	C	C					
RELATES TO SPECIFIC GENERAL PLAN POLICIES																																			
Conservation/OS Element												✓	✓			✓						✓													
Historic Element																							✓		✓										
Economic Element																			✓					✓	✓										
Land Use Element																										✓									
Public Facilities Element																								✓											

C = Consistent Now

A = Adopt new Zoning District; consistent, needs to be adopted

R = Revise, will be consistent; needs to be revised to be consistent with General Plan.

() = Combining District or Designations

X = No longer needed, should be rescinded.

✓ = Implements policies in these elements

Example:

The existing R-1-A zone is generally consistent with the proposed Low Density Residential General Plan designation but should be revised to reflect concerns in the new General Plan.

LAND USE ELEMENT POLICIES AND IMPLEMENTATION PROGRAMS

<u>Subject/Policies</u>	<u>Implementation Programs</u>	<u>Responsibility/Funding</u>	<u>Proposed Timing</u>
Annexation Policy			
1. The City will place priority on development within the City over development in future annexation areas.	1. Review of future annexation proposals for adherence to these policies.	1. Planning Department/ City Council No additional funding needed	1. Ongoing
2. The City shall pursue annexation of unincorporated areas which are surrounded by City lands and avoid creation these of islands in the future.	2. Review of future annexation proposals for adherence to these policies. Also, initiate annexation proceedings in existing unincorporated islands.	2. Planning Department/ City Council Funding: Annexation study and EIR Approx. \$10,000 from General Fund	2. Ongoing. Within 5 yrs of General Plan adoption
Required Planning Information for Annexation Proposals			
3. Planning for proposed annexation areas should include sufficient detail to facilitate complete environmental review including fiscal impact and General Plan consistency assessment. Required items may include: - Conceptual site plans; - On-site and offsite street sewer, water, drainage and other improvements and facilities needed to serve the area; - Cost estimates and proposed financing mechanisms for the needed improvements.	3. Revise annexation application form to include these requirements.	3. Planning Department No additional funding needed	3. Upon adoption of General Plan
Phased Development			
4. Within the Sphere of Influence the City shall designate the Phase One area which will be targeted for full urban services within the time frame of the General Plan. The main effect would be to limit public facilities provision outside of this area to encourage a compact urban, and limit costs of providing public facilities and provide for adequate urban land uses to meet the needs of the projected population (Yr 2010). Phase II lands may include urban use designations (such as commercial, industrial, and residential densities requiring sewer) to serve long-term	4. Adoption of Land Use Map and Special Study Area Land Use and Zoning designations. Work with Sacramento County in the update of its General Plan to designate these areas consistently.	4. City Council	N/A

<u>Subject/Policies</u>	<u>Implementation Programs</u>	<u>Responsibility/Funding</u>	<u>Proposed Timing</u>
<p>growth when the need arises. The majority of land use designations in Phase II and III will be residential - agricultural and agricultural. Phase II and III lands shall be designated with a Special Study overlay. Special Studies will be required to change land use designations in these areas or to develop any uses higher in intensity than residential-agricultural or agricultural before the year 2005. The Special Studies will need to demonstrate market need, changed conditions, and method of financing public facilities. Participation in Mello-Roos districts or other financing mechanisms to provide for school impact mitigation and public facilities will be required by the City.</p>			
Sphere Boundaries			
5. The City should seek to adjust its Sphere of Influence boundaries to an area north and west to the Cosumnes River and east to the traction line to ensure City control over areas with urbanization potential in the long term.	5. Application of LAFCO.	5. Planning Department/ City Council Annexation Study and EIR approximately \$15,000 from General Fund	5. Within 2 yrs of General Plan adoption
Growth Management / Fiscal Concerns and Provision of Public Facilities			
6. The City should coordinate capital improvement programs with development fees, schedule annual growth monitoring, and utilize specific plans for large parcels of land.	6a. Yearly fee structure monitoring February 1. b. Adoption of new Zoning Ordinance and map with Specific Plan category.	6a. City Council b. Planning Department/ City Council Zoning Ordinance update: \$30,000 approx.	6a. Ongoing b. Within 2 yrs of General Plan adoption
Growth Management / Fiscal Concerns and Jobs-Housing Balance			
7. The City shall promote jobs-housing balance.	7. Require market and fiscal studies of large-scale developments to ensure adherence to this policy.	7. City Council	7. Ongoing
Planned unit development or specific plans in planning of large parcels to assist desired housing mix and other concerns			
8. The City will strongly encourage planned unit development or specific plans containing innovative planning approaches which maximize the use of parcels and mixed densities while preserving trees, aesthetics, rock outcrops, scenic views, open spaces, and other important features and result in mixed housing densities to meet City goals.	8a. Zone key large parcels and those with environmental constraints SP. b. New zoning ordinance should include these districts.	8. Planning Department/ City Council (a-b)	8. Within 2 yrs of General Plan adoption

<u>Subject/Policies</u>	<u>Implementation Programs</u>	<u>Responsibility/Funding</u>	<u>Proposed Timing</u>
Housing Needs Provision			
9. In an effort to provide a balance of low density single-family zoned lands within the City, the City will target an appropriate percentage by zoning district classification.	9. Utilize Housing Element targets	9. City Council	9. On-going
Community Image - General Policy			
10. The City will encourage a small town image and high quality aesthetics.	10. Review of all development proposals with this policy in mind.	10. Planning Department/ Planning Commission/ City Council	10. Ongoing
Community Image - Key Entry Points			
11. The City will work to improve and maintain specific entry points within road right-of-way, including freeway interchanges, the Joy Drive/ Lincoln Way triangle and the Lincoln Wy area at Dry Creek. Improvements should include landscaping and signage.	11a Accomplish improvements incrementally by including as a line item in budget.	11. Public Works Department Funding: General Fund and Planning Department (a-b)	11a Ongoing
	b Restriction of on-street parking at key entry points.		b Within 2 years of General Plan adoption
Community Image - Central Business District			
12. The City will discourage major outlying commercial centers until the retail potential of the present Business District (as shown on the enlarged downtown area on the Land Use map) is fully realized and encourage redevelopment of the Galt Middle School property.	12. Designate commercial centers outside of downtown core as Special Study areas and require market studies demonstrating need and no impact to downtown business before removing Special Study Area designation - See Economic Element policies for detail and discussion of market studies required in the event that an Auto Center is proposed in a Special Study area.	12. City Council Funding: Developers will fund market studies	12. Ongoing
Community Image - Central Business District			
13. The Central Business District should be the center of the community. The City should provide a high level of street and other facility maintenance combined with technical assistance for renovation and sidewalk amenities using Redevelopment Agency Funds when possible.	13. As Redevelopment Agency, place street improvements in this area as priority when funds are available.	13. City Council Redevelopment Agency Funding: Redevelopment Agency	13. Within 2 to 5 years of General Plan adoption

<u>Subject/Policies</u>	<u>Implementation Programs</u>	<u>Responsibility/Funding</u>	<u>Proposed Timing</u>
Community Image - Residential Character			
14a The City will promote the protection and enhancement of the character and integrity of residential neighborhoods and protect single-family neighborhoods from a mixture of uses.	14a Appropriate land use designations and zoning in existing residential neighborhoods.	14a Planning Department/ Planning Commission/ City Council	14a Within 2 yrs of General Plan adoption. Ongoing
14b Any redevelopment plans prepared by the Galt Redevelopment Agency shall be consistent with this General Plan. (See related Policy 23a)	b. Immediate review of the Redevelopment Plan upon adoption of this General Plan and as amendments are adopted to this General Plan.	b. Planning Department City Council (acting as Redevelopment Agency)	b. Immediate review upon adoption of this General Plan. Any necessary revisions within 2 yrs

The following land use location policies should be used to guide preparation of the Land Use Map and in review of future General Plan amendments, annexations, and prezoning.

G-30

**Land Use Location -
Land Use Compatibility**

15. To ensure land use compatibility: a. Incompatible land uses should not be made contiguous without adequate buffering and/or setbacks.	15a Review of all land use and zoning changes/actions for adherence. b. A land use compatibility table should be developed which can identify levels of compatibility.	15. Planning Department/ Planning Commission/ City Council	15. During adoption of 1989 Land Use Map and ongoing
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**Land Use Location -
Commercial Development Principles**

16. The following commercial development principles shall be used in reviewing proposed developments and planning for future commercial centers. Commercial development applicants shall provide information demonstrating consistency with these principles. New commercial areas should: - Contribute to the City's objective to become a balanced community; - Have a positive economic impact on the community;	16. Review of all land use and zoning changes/actions for adherence. Require preparation of a report demonstrating project consistency with these principles. Revise development applications to include this requirement.	16. Commercial developers	16. Ongoing
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<u>Subject/Policies</u>	<u>Implementation Programs</u>	<u>Responsibility/Funding</u>	<u>Proposed Timing</u>
<ul style="list-style-type: none"> - Provide for adequate parking and coordinated vehicular access and where located in the vicinity of the highway no closer than 500 ft to freeway interchanges; - Be designed and landscaped in a manner sensitive to surrounding land uses; - Do not negatively and substantially affect the viability of the CBD; - Do not result in the visual clutter and disorganized vehicular movement characteristic of strip commercial. 			
Land Use Location - Location of Industrial Uses			
17. It will be the policy of the City to require location within the Galt Industrial Park until suitable sites are no longer available.	17. Designate and zone Industrial areas outside Galt Industrial Park with a Special Study overlay.	17. Planning Department/ Planning Commission/ City Council	17. Until Galt Industrial Park is largely built out
Criteria on Preferred Industrial Uses			
18. The City shall encourage new industries that have minimal adverse environmental effects, create local jobs, and broaden the City's revenue base.	18. Review of industrial development proposals for consistency with this policy.	18. Planning Department/ Planning Commission/ City Council	18. Ongoing
Land Use Location - Industrial Development Principles			
19. The following industrial development principles should be used in reviewing proposed developments and planning for future industries. Industrial development applicants shall provide information demonstrating consistency with the principles.	19. Review of industrial development proposals for consistency with this policy. Require preparation of a report describing adherence to these criteria. Include report requirement on development applications.	19. Planning Department/ Planning Commission/ City Council	19. Ongoing
New industries should:			
<ul style="list-style-type: none"> - Contribute to the City's objective to become a balanced community; - Have a positive economic and fiscal impact on the community; - Be well-designed and present an attractive appearance; - Be designed and engineered to protect and enhance the physical environment and to mitigate on-site and off-site impacts to the satisfaction of the City; - Make efficient use of City infrastructure investments and other City incentives; and - Be comprehensively planned. 			

<u>Subject/Policies</u>	<u>Implementation Programs</u>	<u>Responsibility/Funding</u>	<u>Proposed Timing</u>
Land Use Location - Mobile Home Parks and Multiple-Family Dwellings			
20. Mobile home parks and multiple-family dwellings shall be located in areas having compatible land uses and in close proximity to circulation transit availability, commercial areas, and adequate public services and facilities. (Individual mobile homes within residentially zoned areas are allowed by State law.)	20. Consideration of this policy during preparation of 1989 Land Use Plan and future General Plan amendment or zoning changes in specifically designating mobile home parks. This program relates to areas specifically designated for mobile home parks. It is recognized that State law allows mobile home parks in any residential area.	20. Planning Commission/ City Council	20. Ongoing
Land Use Location - Open Space and Recreation in Multi-Family Developments			
21. Multiple-family dwellings should provide sufficient open space to balance the developed areas of the site and should provide recreation uses such as play grounds, picnic areas, and pools.	21. Incorporation into new zoning standards.	21. Planning Commission/ City Council	21. Within 2 yrs of General Plan adoption
Land Use Location - Manufactured and Mobile Homes			
22. Manufactured and mobile homes shall be allowed in single-family neighborhoods so long as their appearance is consistent and compatible with that of adjacent homes.	22. Include roofing materials, siding material, and roof overhang standards for manufactured and mobile homes in the R-1 zoning district.	22. Planning Department/ Planning Commission/ City Council	22. As part of zoning ordinance update within 2 years of General Plan adoption
Determining the Consistency of Development Proposals with the General Plan			
23. Proposed developments shall be reviewed in detail for consistency with general plan policies.	23. Incorporate greater use of C.U.P.s into new Zoning Ordinance to provide for greater level of review. - Require commercial and industrial development applicants to submit general plan consistency discussion as described in Policies 16 and 19.	23. Planning Department/ Planning Commission/ City Council	23. Within 2 years of General Plan adoption
a Pending revisions to the Zoning Ordinance and redevelopment plan, planning approvals are to be based on this General Plan.	23a Adopt interim ordinance prior to completion of revisions.	23a Planning Department/ Planning Commission/ City Council	23a Immediately upon adoption of General Plan
General Plan / Zoning Consistency			
24. The City General Plan and Zoning Ordinance shall be consistent.	24. Revise Zoning Ordinance consistent with General Plan maps and policies. Work with County to achieve consistent zoning in Sphere of Influence and Planning Area.	24. Approximate cost of Zoning Ordinance update: \$30,000	24. Within 2 years of General Plan adoption

<u>Subject/Policies</u>	<u>Implementation Programs</u>	<u>Responsibility/Funding</u>	<u>Proposed Timing</u>
Environmental Impact Report (EIR) Preparation			
25. The City should adopt its own EIR preparation guidelines containing an EIR threshold, or trigger for EIR preparation, which is tied in part to a General Plan consistency determination.	25. Prepare EIR guidelines using Land Use policies in part as impact evaluation criteria.	25. Planning Department/ Planning Commission/ City Council Approximate Cost to prepare guidelines in staff or consultant time: \$3000	25. Within 2 to 5 yrs of General Plan adoption
Auto Center Designation			
26. A zoning designation should be prepared for the establishment of an area in Galt where automobile dealerships, suppliers, and services can cluster their operations.	26. Special Zoning District in new Zoning Ordinance.	26. Planning Department/ Planning Commission/ City Council	26. With update of Zoning Ordinance within 2 years of General Plan adoption
Land Uses Near Existing and Proposed Highway 99 Interchanges			
26a Work toward construction of full interchanges at Twin Cities and C Street. (Duplication of Circulation Element Policy.)	26a Prohibit intensive development within interchange areas mapped on the Circulation Map.	26a City Council	26a On-going
Agriculture			
27. The City should provide Agricultural areas for agricultural production and related facilities. The intent of this designation is:			
a. To ensure that development in the Sphere of Influence will not detract from the City's compact urban form;	27a Adoption of General Plan.	27a City Council	27a Immediately
b. To reduce excessive and costly extensions of urban facilities;	b. Revision of Zoning Ordinance to include Agricultural areas.	b. City Council	b. Immediately
c. To preserve lands which may become suitable for urban development economically served by public facilities at a much later date; and	c. Prezone Agricultural Areas	c. City Council	c. Immediately
d. To preserve agricultural Open Space around Galt which will ensure its separate identity in the future.			
Types of uses:			
- Agricultural uses			
- Detached single-family homes			
- Secondary residential units			
- Associate agricultural facilities			
- Woodland (timber/firewood production)			

<u>Subject/Policies</u>	<u>Implementation Programs</u>	<u>Responsibility/Funding</u>	<u>Proposed Timing</u>
<p>Location Criteria. Agricultural uses should be located outside Phase I (see Policy 5 for discussion) in areas where current large lotting patterns will allow for viable commercial agricultural operations. Extension of City sewer and water will generally not be economically feasible in these areas. They will generally be located at the outer limits of the City's Sphere of Influence rather than within city limits.</p> <p>Density/Intensity Standards</p> <p><u>Maximum Housing Density:</u> 0.05 units per gross acre/20 acres per unit (These figures are not intended to prevent secondary units which may be allowed by conditional use permit)</p> <p><u>Estimated Population Density:</u> 0.2 persons per acre</p> <p><u>Maximum Building Intensity:</u> FAR = 0.02 (FAR or Floor Area Ratio is the gross square footage of building, including garages, are divided by the square footage of the parcel.)</p> <p>NOTE: Density/Intensity Standards based on data from John Cone, Land Use Economist. See General Plan Appendix.</p> <p>Average density and intensity estimates are provided in the Appendix for public facilities planning.</p> <p>Implementing Zoning Districts Current Districts: None. Proposed Districts: Agricultural (20 ac minimum lot size)</p>			

Subject/Policies**Implementation Programs****Responsibility/Funding****Proposed Timing**

The following policies relate to each of the General Plan Land Use Designations.

Agriculture

27. The City should provide Agricultural areas for agricultural production and related facilities. The intent of this designation is:

- a. To ensure that development in the Sphere of Influence will not detract from the City's compact urban form;
- b. To reduce excessive and costly extensions of urban facilities;
- c. To preserve lands which may become suitable for urban development economically served by public facilities at a much later date; and
- d. To preserve a buffer around Galt which will ensure its separate identity in the future.

27a Adoption of General Plan.

b. Revision of Zoning Ordinance to include Agricultural areas.

c. Prezone Agricultural Areas

27a City Council

b. City Council

c. City Council

27a Immediately

b. Immediately

c. Immediately

Types of uses:

- Agricultural uses
- Detached single-family homes
- Associate agricultural facilities

Location Criteria. Agricultural uses should be located outside the Directed Urban Development Line (**see Policy 5 for discussion**) in areas where current large lotting patterns will allow for viable commercial agricultural operations. Extension of City sewer and water will generally not be economically feasible in these areas. They will generally be located at the outer limits of the City's Sphere of Influence rather than within city limits.

Density/Intensity Standards

Maximum Density:

Implementing Zoning Districts

Current Districts: None.

Proposed Districts: Agricultural (20 ac minimum lot size)

Subject/Policies	Implementation Programs	Responsibility/Funding	Proposed Timing
Agricultural/Residential			
28. The City should provide Agricultural/Residential areas for development at very low densities where there are limited public facilities and services (pre-existing lotting patterns will preclude future higher density housing). The intent of this designation is:	28a Adoption of the General Plan Land Use Policies & Land Use Map.	28a City Council	28a Immediately
a. To prevent impacts to rural services and to water, visual and other environmental resources;	b. Revision of the Zoning Ordinance to add a Residential/Agriculture District, having a minimum lot size of 5 acres and a list of permitted uses which excludes intensive non-compatible agriculture, such as major stockyards or any crops requiring aerial spraying.	28b Planning Department	28b Within 2 yrs of General Plan adoption
b. To reduce excessive and costly extensions of urban facilities;	c. Use of location & approval criteria in evaluating major projects and General Plan Amendments.	28c Planning Department	28c Within 2 yrs of General Plan adoption
c. To preserve a buffer around Galt which contains urban-rural transitional uses which are compatible with adjacent subdivisions as well as agricultural fields.			
Types of Uses:			
- Detached single-family homes			
- Secondary residential Units			
- Limited agricultural uses			
- Growing and harvesting of trees, fruits, vegetables, flowers, and other crops which can be maintained with a min. of conflict with residential uses			
- Woodland (timber/firewood production)			
- Parks and trails			

Subject/Policies	Implementation Programs	Responsibility/Funding	Proposed Timing
<p>28. Agricultural/Residential (Contd)</p> <p>Location Criteria. Agricultural/Residential uses should be located where water may be provided either by private water wells or public water systems, and sewer service may be provided either by septic systems or public sewer; these areas are generally located in the Phase III area.</p> <p>Density/Intensity Standards <u>Maximum Housing Density:</u> 0.2 units per gross acre/5 acres per unit (These figures are not intended to prevent secondary units)</p> <p><u>Estimated Population Density:</u> 0.7 persons per acre (assumes 20% of the lots have second units)</p> <p><u>Maximum Building Intensity:</u> FAR = 0.03</p>			
<p>Implementing Zoning Districts Current Districts: None. Proposed Districts: Agricultural/Residential (5 acre minimum lot size)</p>			
<p>Single Family Residential</p>			
<p>29. The City should provide low density residential areas for detached single family housing at suburban densities where urban services can be economically provided. The intent of this designation is to foster traditional, low density neighborhoods and protect them from incompatible uses.</p>	<p>29a Adoption of the General Plan Land Use Element policies and Land Use Map.</p> <p>b. Revision of the R-1-A, R-1-B, and R-1-C Districts to provide updated and additional development standards, as well as better protection from incompatible uses.</p> <p>c. Use of location and approval criteria in evaluating major projects and General Plan Amendments.</p>	<p>29a City Council</p> <p>29b Planning Department</p> <p>29c Planning Department</p>	<p>29a Immediately</p> <p>29b Within 2 yrs of General Plan adoption</p> <p>29c Within 1 yr of General Plan adoption</p>
<p>Types of Uses:</p> <ul style="list-style-type: none"> - Detached single-family homes - Secondary residential units - Similar and compatible uses 			
<p>Location Criteria. Single-family residential uses should be located in areas which can be fully and economically served by roads and urban services. Single-family residential uses should be located away from:</p>			
<ul style="list-style-type: none"> a. Heavy industrial uses; b. Intensive commercial development unless 			

Subject/Policies	Implementation Programs	Responsibility/Funding	Proposed Timing
<p>substantial buffering is provided;</p> <p>c. Arterial roadways, freeways, and railroads without substantial noise and visual buffers.</p> <p>d. Safety hazards.</p>			
<p>Density/Intensity Standards</p> <p><u>Maximum Housing Density:</u> 6 units per gross acre/0.1492 acres per unit. (minimum lot size: 6500 sq.ft.)</p> <p><u>Estimated Maximum Population Density:</u> 22 persons per gross acre (Assuming 20% of the lots have second units)</p> <p><u>Maximum Building Intensity:</u> FAR = 0.5 Max Bldg Area Per Net Acre: 15,000 sq.ft.</p>			
<p>Implementing Zoning Districts.</p> <p>Current Districts: R-1-A, R-1-B, R-1-C</p> <p>Proposed Districts: No additional districts proposed. Existing standards should be revised to reflect current development and regulatory practices and policies of newly adopted general plan.</p>			
<p>Medium Density Residential</p>			
<p>30. Policy & Intent. The City should provide Medium Density Residential areas primarily for such dwellings as duplexes, townhomes, zero-lot-line developments and mobile home parks. The intent of this designation is to create the conditions for desirable medium density neighborhoods and protect them from incompatible uses. Following the pattern of the previous General Plan, Medium Density Residential areas are located adjacent to the Central Business District and other employment centers. However, Medium Density Residential is also provided in the Northeast Area and in other areas where it can be incorporated into planned development offering special visual and recreational amenities; as well as adequate public facilities and services, and accessibility.</p>	<p>30a Adoption of the General Plan Land Use Element policies and Land use Map.</p> <p>b. Revision of the R-2 District to provide updated and additional development standards, as well as better protection from incompatible uses.</p> <p>c. Use of location and approval criteria in evaluating major projects and General Plan Amendments.</p>	<p>30a City Council</p> <p>b. Planning Department</p> <p>c. Planning Department</p>	<p>30a Immediately</p> <p>b. Within 2 yrs of General Plan adoption</p> <p>c. Within 1 yr of General Plan adoption</p>

Subject/Policies

Implementation Programs

Responsibility/Funding

Proposed Timing

30. Medium Density Residential (Contd)

The following factors should guide the application and implementation of the Medium Density Residential designation:

Types of Uses:

- Single-family detached homes
- Duplexes (Conditional)
- Townhomes (Conditional)
- Mobile home parks (Conditional)
- Similar and compatible uses
- Accessory recreational uses are encouraged

Location Criteria

- a. Adjacent to or in low-density mixed development if in a predominately undeveloped area;
- b. Not in an established single-family residential areas unless as an infill project adjacent to an arterial roadway;
- c. Adjacent to higher-density developments, serving as a transition from lower-density areas;
- d. Not adjacent to arterial roadways, freeways, or railroads;
- e. Not in areas with high safety hazards.
- f. Adjacent to non-residential uses, serving as a buffer for single-family development, so long as adequate visual and noise buffers from the non-residential uses are provided.
- g. Due to existing lot sizes, the older downtown neighborhoods should receive this designation but with a single-family unit only overlay zone to ensure that the character of the neighborhood is retained.

Density/Intensity Standards

Maximum Housing Density: 8.0 units per gross acre/0.12626 acres per single-family unit; 0.1492 sq.ft. per duplex structure
(Minimum lot size: 5500 sq.ft. for detached single-family unit; 6500 sq.ft. for duplex)

Subject/Policies	Implementation Programs	Responsibility/Funding	Proposed Timing
30. Medium Density Residential (Contd)			
<u>Estimated Maximum Population Density:</u> 22 persons per gross acre			
<u>Maximum Building Intensity:</u> FAR = 0.5 <u>Max. Bldg Area per gross Acre:</u> 15,899 sq.ft			
Implementing Zoning Districts Current Districts: R-2 Proposed Districts: None. Existing standards should be revised to reflect current development and regulatory practices.			
High Density Residential			
31. The City should provide High Density-Residential uses, primarily for multiple-family dwellings, such as apartments and condominiums. The intent of the designation is to create conditions for desirable, high density residential neighborhoods and to protect them from incompatible uses. Following the pattern of the previous General Plan, High Density Residential areas are located adjacent to the Central Business District and other employment centers. However, High Density Residential is also provided in the Northeast Area and in other areas where it can be incorporated into planned development offering special visual and recreational amenities; as well as adequate public facilities and services, and accessibility. The following factors should guide the application and implementation of the High Density Residential designation:	31a Adoption of the General Plan Land Use Element policies and Land Use Map. b. Revision of the R-3 District to provide updated and additional standards, as well as better protection from incompatible uses. c. Use of location and approval criteria in evaluating major projects and General Plan Amendments.	31a City Council b. Planning Department c. Planning Department	31a Immediately b. Within 2 years of General Plan adoption c. Within 1 year of General Plan adoption
Types of Uses: - Detached and attached single-family homes - Condominiums - Apartments - Similar and compatible uses - Multi-plex units - Mobile Home Parks (conditional)			

Subject/Policies

Implementation Programs

Responsibility/Funding

Proposed Timing

31. High Density Residential (Contd)**Location Criteria**

- a. In areas serviced by circulation systems, usually by adjacent arterial roads, provided that effective noise attenuation can be implemented;
- b. Adjacent to Medium Density Residential, or if next to single-family residential, visually buffered by a roadway, greenbelt, or other aesthetically desirable separation;
- c. Adjacent to commercial areas where possible and where effective noise and visual buffering can be provided;
- d. Where possible within walking distance of parks or other usable open spaces;
- e. Not adjacent to the freeway or railroad unless effective noise attenuation can be implemented;
- f. Not in areas with high safety risks.

Density/Intensity Standards

Maximum Housing Density: 18 units per gross acre/0.5555 acres per unit (min. lot size: 2420 sq.ft. for multi-family; 6500 sq.ft. for detached single-fam. or duplex)

Estimated Maximum Population Density: 34 persons per gross acre

Maximum Building Intensity: FAR = 0.6
Max. Bldg Area per gross Acre: 19,079 sq.ft.

Implementing Zoning Districts

Current Districts: R-3

Proposed Districts: None. Existing standards should be revised to reflect current development and regulatory practices and newly adopted general plan policies.

Subject/Policies	Implementation Programs	Responsibility/Funding	Proposed Timing
Office Professional			
<p>32. The City should provide Office Professional areas within the City. The intent of this designation is to create convenient and desirable workplaces to provide a transitional use between commercial and residential uses. The major location of the Office Professional designation is in the Northeast Area where 96 acres of "Exceptional Use Research and Development" is envisioned which will also be controlled by the Provisions of the Northeast Area Specific Plan.</p>	<p>32a Adoption of the General Plan Land Use Element policies and Land Use Map.</p> <p>b. Creation of OP zoning district.</p> <p>c. Use of location and approval criteria in evaluating major projects and General Plan Amendments.</p>	<p>32a City Council</p> <p>b. Planning Department</p> <p>c. Planning Department</p>	<p>32a Immediately</p> <p>b. Within 2 yrs of General Plan adoption</p> <p>c. Within 1 year of General Plan adoption</p>
<p>Types of Uses to be Considered:</p> <ul style="list-style-type: none"> - Administration and professional offices and their retail suppliers - Medical clinics and associated facil. - Public buildings and facilities - Financial institutions - Businesses serving the needs of office workers <p>Other uses which have minimal environmental effects which are compatible with adjacent land uses. Uses may even be of a light manufacturing type if governed by a specific plan or other mechanism which addresses the environmental and compatibility issues.</p>			
<p>Location Criteria</p> <ul style="list-style-type: none"> a. On arterial or collector streets; b. Where distinctive or historic structures would be enhanced by office use (such as on C Street and Lincoln); c. Where freeway visibility or access would make a business park viable; or d. Where special scenery, such as floodway open space would offer highly desirable office settings. 			

Density/Intensity Standards

Estimated Daytime Population: 48 employees and customers per net acre

Maximum Building Intensity: FAR = 0.40

Max. Bldg Area per net acre: 17,424 sq.ft.

In Historic District: No greater than that of existing structures. The intent is to ensure that existing structures are not extensively increased in size, impacting their architectural value.

Implementing Zoning Districts

Current Districts: None

Proposed Districts: Off. Prof. with standards consistent w/this Policy (32)

Commercial

33. The City should provide commercial areas where retail activities will take place. The intent of this designation is to create convenient and desirable conditions for retail customers and employees to create economic benefits and to ensure separation of incompatible uses by clearly delineating concentrated areas of retail use. It is also intended that the implementation of this designation recognize the differences inherent in various types of commercial use, specifically: the central business district, neighborhoods, general, and highway-oriented commercial.

Types of Uses:

- Retail sales and services
- Eating establishments
- Hotels and motels
- Offices and various other commercial activities

Location Criteria

- a. In the vicinity of Highway 99 so long as access to connecting arteries is no closer to freeway ramps than 500 ft;
- b. If over 2 acres, in non-residential areas adjacent to arterial roadways, especially the intersections of arterials;
- c. Within neighborhoods so long as the site is no larger than 2 ac., Retail uses should serve the surrounding residents, and designed to be compatible with adjacent residential areas.

33a Adoption of the General Plan Land Use Element policies and Land Use Map.

b. Revision of the C, & H-C, districts to provide updated and additional development standards.

c. Creation of a Neighborhood Commercial District and a Central Business District in the zoning ordinance with a maximum lot size of 2 acres and special design standards ensuring compatibility with residential areas.

d. Use of Location & Approval Criteria in evaluating major projects and General Plan Amendments.

33a City Council

b. Planning Department

c. Planning Department

d. Planning Department

33a Immediately

b. Within 2 years of General Plan adoption

c. Within 1 year of General Plan adoption

d. Within 1 year of General Plan adoption

Subject/Policies

Implementation Programs

Responsibility/Funding

Proposed Timing

33. Commercial (Cont'd)

- d. Generally, not in a continuous pattern along arterial roadways (where development does not currently exist) unless it is part of a specific development plan that coordinates use and design with adjacent properties and does not result in the visual clutter and disorganized vehicular movement characteristic of "strip commercial".

Approval Criteria. Criteria for approval of future commercial developments should include the following:

- e. The use will contribute to the City's objective of becoming a balanced community.
- f. The use will have a positive economic impact on the community.
- g. The use will not negatively and substantially affect the viability of the existing businesses central business district either through competition by satellite centers or through creation of traffic or aesthetic problems within the central business district (CBD).
(The CBD is that area of existing commercial uses located generally between A and E Streets and the freeway and the railroad.)
- h. The development will be designed and landscaped in a manner sensitive to surrounding land uses.
- i. The development will have a coordinated and safe pedestrian and vehicle circulation system.

Density/Intensity Standards

Estimated Daytime Population

For Neighborhood Commercial: 110

employees and customers per net acre

For Central Business District: 130

employees and customers per net acre

Maximum Building Intensity

For Neighborhood Commercial:

In non-historic areas: FAR = 0.30

Max.Bldg Area per Net Acre: 13,068 sq.ft.

In Historic District: No greater than that of existing structures on average. In many cases, a F.A.R. of 2.0 exists (100% lot coverage, 2 stories, no parking).

Maximum Building Intensity

For Central Business District:

In non-historic areas: FAR = 0.50

Max. Building Area per Net Acre: 21,780

In Historic District: No greater than that of existing structures on average

33. Commercial (Cont'd)**Implementing Zoning Districts**

Current Districts: Commercial (C), Highway Commercial (HC), These districts need to be revised to reflect current development and regulatory practices and newly adopted General Plan policies

Proposed Districts: Neighborhood Commercial (NC), Central Business District (CBD)

Industrial / Light Manufacturing

- 34.** The City should provide industrial areas where manufacturing and related activities will take place. The intent of this designation is to promote opportunities for manufacturing, to create economic benefits and employment, and to ensure separation of incompatible uses by clearly delineating concentrated areas of industrial use.

It is also intended that in implementing this designation, a distinction will be made between heavy type industries with the most potential for impacts and nuisances affecting adjacent uses and light manufacturing with lower potential for creative land use conflicts and associated impacts. The impacts and nuisances associated with heavy industries generally include: explosion or release of toxins, loud noises or vibration, smoke, dust or other type of air pollution, or other noxious effects. The determination of the permitted uses having the potential for these characteristics should occur in the zoning ordinance.

Types of Uses:

- Manufacturing
- Processing assembly
- Outdoor storage
- Incidental wholesale and retail sales
- Similar and compatible uses

Location Criteria

- a. In the vicinity of Highway 99 so long as adequate access to the Highway can be provided and significant impacts to neighborhoods will not occur;
- b. Adjacent to arterial roadways;
- c. Sufficiently removed from residences and other sensitive land uses to prevent significant impacts to those uses.

- 34a** Adoption of the General Plan Land Use Element policies and Land Use Map.

- b. Revision of the M district to provide updated and additional development standards. Creation of Light Manufacturing Zoning District.

- c. Use of Location & Approval Criteria in evaluating major projects and General Plan Amendments.

34a City Council

b. Planning Department

c. Planning Department

34a Immediately

b. Within 2 years of General Plan adoption

c. Within 1 yr of General Plan adoption

34. Industrial / Light Manufacturing (Contd)

Approval Criteria. Criteria for approval of future industrial developments should include the following:

- d. The use will contribute to the City's objective of becoming a balanced community;
- e. The use will have a positive economic and fiscal impact on the community;
- f. The use will be well-designed and engineered to protect and enhance the physical environment and to mitigate on-site and off-site impacts to the satisfaction of the City;
- g. The use will make efficient use of City infrastructure investments and other City incentives;
- h. The development will be comprehensively planned; and
- i. Light manufacturing uses will have a business park atmosphere feature prominent landscaping, office-like building facades, and uses which do not have smoke, loud noises or vibrations, risk of explosion or release of toxins, dust or other types of air pollution or other noxious effects.

Density/Intensity Standards

Estimated Daytime Population: 16 employees and customers per acre

Maximum Building Intensity: FAR = 0.50

Max.Bldg Area per net Acre: 21,780 sq.ft.

Implementing Zoning Districts

Current Districts: Manufacturing (M) These districts need to be revised to reflect current development and regulatory practices and newly adopted General Plan policies.

Proposed Dist: Light Manufacturing(LM)

Subject/Policies	Implementation Programs	Responsibility/Funding	Proposed Timing
Public-Quasi Public			
<p>35. The City should provide Public and Quasi-Public areas for use by governmental agencies and non-profit organizations. The intent of this designation is to ensure a place in the City for a wide range of non-commercial activities and to protect these activities from encroachment of incompatible uses.</p> <p>Types of Uses:</p> <ul style="list-style-type: none"> - Governmental buildings and facilities - Developed park facilities - Libraries - Museums - Cemeteries - Schools - Water and wastewater treatment plants - Substations - Non-profit institutions, and similar uses - Railroad facilities and ancillary uses - Other transportation facilities & services related to railroad operations 	<p>35a Adoption of the General Plan Land Use Policies and Land Use Map.</p> <p>b. Revision of the Zoning Ordinance to add the Public/Quasi Public district.</p> <p>c. Use of location and approval criteria in evaluating major projects and General Plan Amendment.</p>	<p>35a City Council</p> <p>b. Planning Department</p> <p>c. Planning Department</p>	<p>35a Immediately</p> <p>b. Within 2 years of General Plan adoption</p> <p>c. Within 1 year of General Plan adoption</p>
<p>G-47 Location Criteria. Public and Quasi-Public uses should be located where their needs dictate, so long as land use conflicts are not created. In general, the uses requiring larger offices should be located in the Central Business District or in other commercial areas served by arterials. Churches and elementary schools should be more widely distributed to serve the City's various neighborhoods - these uses may be located within neighborhoods on collector roads, but sufficient buffer should be provided for visual and noise impacts. Other schools should be located on an arterial street with buffers to residential areas provided.</p>			
<p>Density/Intensity Standards: <u>Est. Range of Daytime Pop:</u> 14 to 104 employees and customers per net acre <u>Estimated Range of Building Intensity:</u> FAR = 0.01 to 0.46 Max. Building Area per Net Acre: 300 sq.ft.(parks, golf courses, cemeteries); to 20,000 sq.ft. (hospitals, convalescent homes)</p>			
<p>Implementing Zoning Districts: Current Districts: None Proposed Districts: Public/Quasi Public (This district must contain sufficient flexibility to allow a wide variety of uses, while providing some guidance on their development.)</p>			

Subject/Policies	Implementation Programs	Responsibility/Funding	Proposed Timing
Open Space			
<p>36. The City should provide for Open Spaces within the community. The intent of this designation is to recognize the need for outdoor recreation and special uses such as agriculture and cemeteries, as well as the hazards inherent in flooding. The type of open space will shall be indicated on the implementing Zoning Map by the name Recreation" and "Floodplain" Combining Zones.</p>	<p>36a Adoption of the General Plan Land use Element and Land Use Map.</p> <p>b. Revision of the Zoning Ordinance to add the Open Space district and revisions as appropriate to the Flood and Recreation Combining Zones.</p> <p>c. Use of location and approval criteria in evaluating major projects and General Plan Amendments.</p> <p>d. Annual review of floodplains to ensure ongoing compliance with the requirements of the Land Use Designation and Zoning ordinance.</p>	<p>36a City Council</p> <p>b. Planning Department</p> <p>c. Planning Department</p> <p>d. Planning Department</p>	<p>36a Immediately</p> <p>b. Within 2 years of General Plan adoption</p> <p>c. Within 1 year of General Plan adoption</p> <p>d. On-going</p>
<p>Types of Uses:</p> <ul style="list-style-type: none"> - Natural habitat - Outdoor parks and recreation - Agriculture - Water courses and drainage facilities - Similar uses 			
Density/Intensity Standards			
<p><u>Maximum Housing Density:</u> 0.05 units per gross acre/20 acres per unit</p>			
<p><u>Estimated Population Density:</u> 0.2 persons per acre</p>			
<p><u>Maximum Building Intensity:</u> FAR = 0.02</p>			
Combining Designations			
<p>37. The City should provide combining designations which serve as reminders on the Land Use Map of certain General Plan policies which apply. Where a combining land use category is used, any proposed use must conform to the policies and regulations applicable to both land use categories. The various combining designations are described below.</p>	<p>37a Adoption of the General Plan.</p> <p>b. Use of location and approval criteria in evaluating major projects and General Plan Amendments.</p>	<p>37a City Council</p> <p>b. Planning Department</p>	<p>37a Immediately</p> <p>b. Within 1 year of General Plan adoption</p>
<p>38. Specific Plan Combining Designation. This designation indicates that a specific plan is required to guide development of the uses shown by the basic General Plan designation. Consistent with State Government Code Section 65450 et. seq., specific plans shall include:</p>	<p>38. Adoption of the General Plan and inclusion to Zoning Ordinance</p>	<p>38. City Council</p>	<p>38. Immediately</p>
<p>1) Location of and standards for land uses, buildings, and facilities;</p> <p>2) Location of and standards for streets, roads, and other transportation facilities;</p>			

38. Specific Plan Combining Designation (Contd)

- 3) Standards for population density and building intensity;
- 4) Standards for the conservation, development, and use of natural resources;
- 5) Provisions for implementing the open space element;
- 6) Provision of all necessary public services and facilities;
- 7) Financing Plan evaluating and providing methods and sources for public services, facilities and maintenance.

In addition, General Plan policies should be provided for each area designated 'Specific Plan' which identifies planning and design needs in those areas. For example, if a specific plan area contains a water course, a policy should be provided in the General Plan on the treatment of that water course.

39. Special Study Area Combining Designation.

This combining designation applies to areas which will be suitable for a particular type of use in the long-term but which may not be ready for development in the short- to mid-term for a number of reasons. In the interim, decisions (such as allowed lot sizes, circulation patterns, etc.) should not be made which would preclude these future uses. Situations indicating unreadiness include:

- Negative fiscal impacts would occur to the City if public facilities were prematurely extended;
- Significant environmental impacts would occur from proposed development and there are sites closer to the City's core which could be developed without significant impacts;
- Development of large outlying commercially-designated properties would preclude development of a downtown shopping center or other efforts to revitalize the Central Business Dist.
- Public facilities are not anticipated to be extended to provide for these uses during the plan period (to 2005).
- Location within Phase II or Phase III areas on the Land Use Map
- Need for additional school facilities (Phase I, II, or III)

39. In Special Study Areas, requirement for environmental and fiscal studies as part of development applications. To ensure developer participation in Mello-Roos Districts or other financing mechanisms, a Special Study overlay designation is placed on all lands underserved or inadequately served by public facilities, services, or schools which will require participation unless impacts to public facilities are fully mitigated, built, or funded prior to development approvals. For the purpose of this measure, development approvals include, but are not limited to: General Plan amendments, specific plan amendments, rezones, prezones, tentative maps, vesting tentative maps, use permits, variances, and building permits.

The City should require proponents of developments in Special Study Areas to submit sufficient information to demonstrate that the property is ready for development. The special studies will need to demonstrate market need, changed conditions and method of financing public facilities (appropriate share of existing facilities as well as the project's share of need for new facilities). Participation in Mello-Roos districts or other financing mechanisms to provide school impact mitigation and public facilities will be required by the City.

39. Planning Department

39. Within 1 year of General Plan adoption

Subject/Policies

Implementation Programs

Responsibility/Funding

Proposed Timing

39. Special Study Area (Contd)

- Need for developer participation in funding mechanisms to provide for public facilities, services, or schools unless impacts are otherwise fully 39. In Special Study Areas, requirement for environmental and fiscal studies as part of development applications. To ensure developer participation in Mello-Roos Districts or other financing mechanisms, a Special Study overlay designation is placed on all lands underserved or inadequately served by public facilities, services, or schools which will require participation unless impacts to public facilities are fully mitigated, built, or funded prior to development approvals. For the purpose of this measure, development approvals include, but are not limited to: General Plan amendments, specific plan amendments, rezones, prezones, tentative maps, vesting tentative maps, use permits, variances, and building permits.

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- 40. Historic Combining District.** This combining designation overlaps the original Galt downtown and surrounding neighborhoods and is intended to identify and preserve the special character of the area. The designation applies to the entire area, rather than individual structure since the district is of urban design value which is particularly derived from a coherence of design. Within the Historic Area, the City should protect historic buildings and foster improvements and with the historic theme.

In addition, improvements to existing structures which are not historic (see Historic Preservation Element for designated structures) or new structures should be reviewed for general conformance with the overall character of the area including bulk of structure, general style, orientation on the lot, setbacks and location of parking. Special and perhaps reduced parking standards in this area shall recognize the unique nature of the residential lot sizes and Central Business District commercial structures, the availability of parking on wide streets and the pedestrian orientation of the area.

- 40.** In Historic Areas, establish an Historic Overlay Design Enhancement Zone to regulate building renovations, landscaping, parking design, colors, signage, mix of uses and other features. This should be implemented, in part, through design review by a newly appointed Historic Preservation Advisory Committee (See Historic Element).

- 40.** Planning Department

- 40.** Within 2 year of General Plan adoption

Subject/Policies	Implementation Programs	Responsibility/Funding	Proposed Timing
<p>41. Pre-Existing Residential Area Zoning Overlay. The City currently has many developed and undeveloped lots in the older parts of town which are substandard with regard to current (pre-1988) zoning districts. The City should establish a pre-existing residential area zoning overlay in which existing lot sizes, densities, circulation patterns, and public facilities are recognized and accommodated. Within these pre-existing residential areas, lots cannot be further subdivided and attached units will not be allowed. The intent of this designation is to protect the aesthetic character of existing single family neighborhoods and to prevent the overburdening of older circulation and public facility systems.</p> <p>The following factors should guide the application and implementation of the Pre-existing Residential designation:</p>	<p>41a Adoption of the General Plan Land Use Element policies and Land Use Map.</p> <p>b. Change in the City's Zoning Code to create the Pre-existing Residential Combining District.</p> <p>c. Use of location and approval criteria described in this section in evaluating major projects and General Plan Amendments.</p>	<p>41a City Council</p> <p>b. Planning Department</p> <p>c. Planning Department</p>	<p>41a Immediately</p> <p>b. Within 2 years of General Plan adoption</p> <p>c. Within 1 year of General Plan adoption</p>
<p>Types of Uses:</p> <ul style="list-style-type: none"> - Detached single-family homes, excepting other types of uses which have already been developed <p>Location Criteria. Residential neighborhood within the area generally bounded by 1st and 2nd Streets and Lincoln Avenue and by A and F Streets and the Meladee Lane subdivision area.</p> <p>Density/Intensity Standards. Maximum Density: 8 units per gross acre. The intent is to bring existing small lots into conformity with the General Plan designations. Thus, no new lots under 5000 sq. ft. or attached units will be allowed. Existing multi-family units in this area will be considered legal, non-conforming uses and will not be allowed to expand; or rebuild after major damage or destruction.</p> <p>Implementing Zoning Districts. Current Districts: R-1-A, R-1-B, R-1-C and R-2 with a proposed Pre-existing Residential Combining District. The R-3 zone is inconsistent with this designation.</p> <p>Proposed Districts: A Pre-existing Residential Combining District containing development standards tailored to existing features such as lot sizes and setbacks, consistent with various newly adopted General Plan policies.</p>			

My Hometown GALT



Amy Henke, Valley Oaks School

CIRCULATION / TRANSIT ELEMENT

INTRODUCTION

The State requires that each general plan include a circulation element which must, at a minimum, discuss the following:

- Major thoroughfares
- Transportation routes
- Terminals
- Other public utilities and facilities

This element discusses the first three subjects as well as other transportation related subjects. Other public utilities are discussed in the Public Facilities Element.

All elements to the general plan must be consistent, but the practical need for correlation between the Circulation Element and the Land Use Element is particularly evident. A number of court cases have underscored this fact. The Circulation Element must not only map streets and other circulation improvements which will support planned land uses but must point out funding sources which will make possible actual construction of these facilities or the requirement for correlation will not have been met. A circulation study was prepared for the City for this General Plan and to determine appropriate circulation mitigation fees by Omni-Means (April 1989). A MINUTP transportation model was prepared for the study. The model was based on the draft Land Use Element and was the basis for this Circulation Element.

GOAL

To provide a transportation system which will support planned land uses and efficiently transport goods and all segments of the community while protecting the quality of existing neighborhoods and the City's environment.

IMPORTANCE

The City's circulation system is a major component of its urban design. Pressure to establish various land uses at specific locations, flow of goods, and quality of neighborhoods can all be affected by the design of the roadway network. In addition, the economy of City can be directly affected by its circulation system including adequacy of freeway interchanges, availability of rail and air travel, and roads with adequate capacity to serve planned land uses. The Circulation Element provides the tool to project future needs, coordinate the circulation network as the City develops incrementally, and search for opportunities for alternative forms of travel such as public transit, bikeways, and pedestrian way.

RELEVANT LAWS AND POLICY

California Environmental Quality Act (1970, CEQA)	Requires review of projects for possible impacts on the environment including air quality and increased traffic levels.
IMPLEMENTED BY: City of Galt	

National Environmental Policy Act (1969, NEPA)	Similar to CEQA, but applies to federally funded or initiated projects.
IMPLEMENTED BY: CalTrans in the case of a highway project	

Sacramento County Road Development Standards	These standards are used by the City for roadway construction.
IMPLEMENTED BY: City of Galt	

AVAILABLE INFORMATION

Northeast Area Specific Plan and EIR 1987 (City of Galt)	- Area of Coverage: 1200 acres east of Hwy 99 and south of Twin Cities Road.
	- Type of coverage: Description of projected traffic as buildout occurs in the Northeast Area and needed improvements including improved highway interchanges.

(Continued . . .)

Gateway Initial Environmental Study and Mitigated Negative Declaration 1987 (City of Galt)	<ul style="list-style-type: none"> - Area of coverage: Commercial area at Crystal Way and Highway 99 adjacent to Dry Creek Golf course. - Type of coverage: Projected traffic under proposed commercial development and description of needed improvements to Crystal Way and C Street overpass including cumulative traffic levels.
Regional Transportation Plan 1987 (Sacramento Council of Governments)	<ul style="list-style-type: none"> - Area of coverage: Yolo, Sacramento, Sutter, and Yuba Counties and portions of Western Placer County. - Type of coverage: Identifies transportation issues trends and needs throughout the SACOG area which includes Galt.
City of Galt City-Wide Circulation Study 1989 (for the City of Galt by Omni-Means)	<ul style="list-style-type: none"> - Area of coverage: Entire City. - Type of coverage: Identifies circulation needs and costs to provide for them during the life of the General Plan.
Capital Improvements Requirements and Strategic Financial Plan, 1988 (for the City of Galt by John Cone)	<ul style="list-style-type: none"> - Area of coverage: Entire Planning Area - Type of coverage: Identified circulation improvements needed City-wide.

EXISTING CONDITIONS

Regional Highway System

Galt is served on a regional basis by State Route 99, which is a four-lane north-south controlled access freeway through the area. State Route 99 currently carries 33,500 ADT, and provides access to the City of Galt at six locations. Interchanges serving Galt are at Glendale Avenue, "C" Street, Elm Street/Simmerhorn Road, Pringle Road/Ayers Road, Walnut Avenue and Twin Cities Road (SR 104). Full directional access to the freeway is provided at the "C" Street, Elm Street/Simmerhorn and Twin Cities Road/SR 104 interchanges. Directional on/off access is provided at the remaining locations (i.e., isolated hook ramps). Currently, all the

interchanges in Galt appear to fail to meet existing CalTrans design standards; standards have changed since construction of the highway. Generally, this failure results from two factors: 1) lack of space between ramp intersections on tight diamond intersections, and, 2) lack of safe acceleration and deceleration length on on/off ramps. Current traffic volumes on the ramps are generally light, allowing these facilities to operate satisfactorily without creating a traffic safety hazard at this time.

**Local
Street
System**

Galt is served by a system of two-lane collector and arterial streets which link SR 99 with the community or parallel the freeway or the Southern Pacific Railroad. Currently, area intersections are controlled by two-way and four-way stop signs, and no intersection is signalized at this time. Recent daily traffic volumes on roadway segments in the City of Galt and the surrounding areas are shown in the charts on the following pages.

The major streets in Galt are "A" Street and "C" Street in the east-west direction, and Lincoln Way in the north-south direction. To the east of Lincoln Way, "A" Street is approximately 55 feet wide and carries 4,500 cars per day. To the west of Lincoln Way, "A" Street maintains this width, but daily volume reduces to 2,000 ADT. To the west of the City limits, "A" Street becomes Harvey Road and its width narrows to 22 feet.

"C" Street is one of only three downtown streets which cross over SR 99. For this reason, "C" Street is heavily used (ADT = 9,000). "C" Street is a wide two-lane road with a width of 63 feet on the east side of Lincoln Way and 57 feet on the west side of Lincoln Way.

Lincoln Way is the only continuous north-south street through the City of Galt. As Lincoln passes through Central Galt, its average width is 60 feet and its ADT is 6,000 to 7,000.

Circulation in Galt is also limited by the Southern Pacific Railroad tracks. At-grade railroad crossings exist at Twin Cities Road, Spring Street, Elm Street, "A" Street, "C" Street and "F" Street.

**Current
Traffic
Levels**

To assess the quality of existing traffic conditions, Levels-of-Service (LOS) were calculated for individual roadway segments and intersections. "Level of service" is a qualitative measure of traffic operating conditions whereby a letter grade, "A" through "F", corresponding to conditions whereby a letter grade, "A" through "F", corresponding to progressively worsening traffic operating conditions, is assigned to an intersection or roadway segment. The characteristics associated with the various Levels of Service are presented in the following tables.

EVALUATION CRITERIA FOR LEVEL OF SERVICE

Capacity Type	Level of Service "A" ADT Traffic Volumes V/C = \leq .60	Level of Service "B" ADT Traffic Volumes V/C = 0.61 - 0.70	Level of Service "C" ADT Traffic Volumes V/C = 0.71 - 0.80	Level of Service "D" ADT Traffic Volumes V/C = 0.81 - 0.90	Level of Service "E/F" ADT Traffic Volumes V/C = 0.91 >1.00
Two Lanes	\leq 9,000	9,000 - 10,700	10,700 - 12,000	12,000 - 13,500	13,500 - 15,000
Three Lanes	\leq 12,000	12,000 - 14,200	14,200 - 15,950	15,950 - 17,950	17,950 - 19,950
Four Lanes	\leq 18,000	18,000 - 21,300	21,300 - 24,000	24,000 - 27,000	27,000 - 30,000
Five Lanes	\leq 23,900	23,900 - 28,300	28,000 - 31,900	31,900 - 35,900	35,900 - 39,900
Six Lane	\leq 27,000	27,000 - 32,000	32,000 - 36,000	36,000 - 40,500	40,500 - 45,000

Source: Transportation Research Board, Circular 212 and the 1965 Highway Capacity Manual.

LEVEL OF SERVICE DEFINITIONS

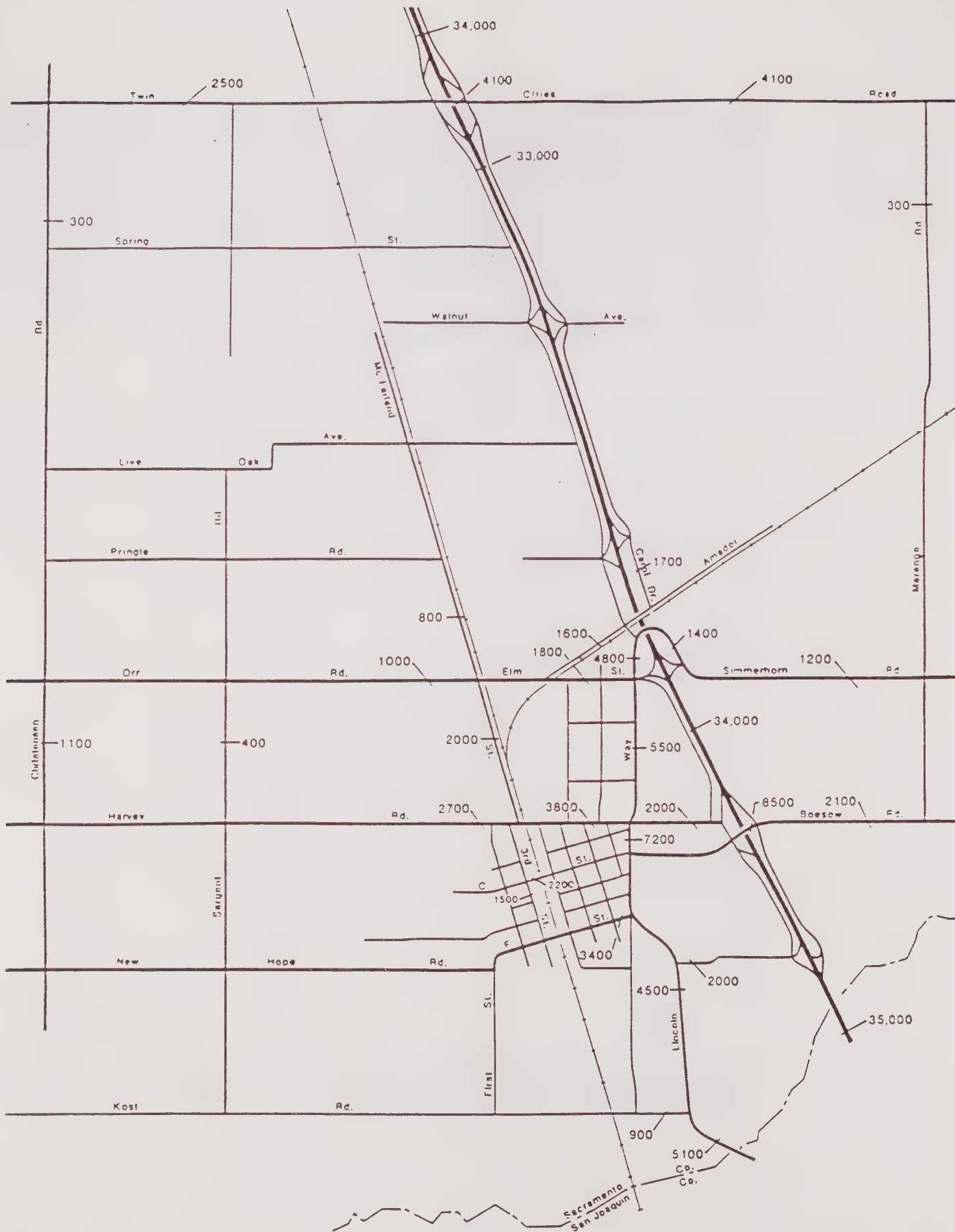
LOS	Signalized Intersection	Unsignalized Intersection
"A"	Uncongested operations, all queues clear in a single-signal cycle. $V/C \leq 0.60$	Little or no delay.
"B"	Uncongested operations, all queues clear in a single cycle. $V/C = 0.61 - 0.70$	Short traffic delays.
"C"	Light congestion, occasional backups on critical approaches. $V/C = 0.71 - 0.80$	Average traffic delays.
"D"	Significant congestion of critical approaches but intersection functional. Cars required to wait through more than one cycle during short peaks. No long queues formed. $V/C = 0.81 - 0.90$	Long traffic delays.
"E"	Severe congestion with some long standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es). $V/C = 0.91 - 1.00$	Very long traffic delays, failure, extreme congestion.
"F"	Total breakdown, stop-and-go operation. $V/C > 1.00$	Intersection blocked by external causes.

The transportation model prepared by Omni-Means for this Circulation Element also divided the City into numerous traffic zones which were based on the Land Use Element's Planning Districts and geographic units. Existing trip "Producers" such as residences and "attractors" such as businesses were estimated for each zone. (The detailed estimates are located in the appendix.) Overall, the Galt area generates 61,300 daily trips. Since certain trips have more than one purpose, it is estimated that the net trip generation in the Galt planning area is 59,600 trips per day; 36,500 of these trips remain within the area. An additional 63,500 daily trips pass through the City but do not begin or end here (for instance, highway travellers).

TRIP GENERATION BY EXISTING LAND USE

Land Use	Daily Rate	Existing Quantity	Trip Ends
Productions			
Single Family Residential/ Low Density	10.0/du	2,161 du	21,610
Multiple Family Residential/ Medium Density	7.2/du	239 du	1,721
Multiple Family Residential/ High Density	6.1/du	365 du	2,227
Mobile Homes	4.8/du	302 du	1,450
Attractions			
Commercial	525/ac	20.0 ac	15,225
Office*	230/ac	21.8 ac	5,014
Industrial*	42.2/ac	51.2 ac	2,161
Public Offices	150/ac	63.0 ac	9,450
Parks	6/ac	98.6 ac	592
Elementary & Jr. High Schools	46/ac	24.0 ac	1,104
High Schools	37/ac	20.0 ac	<u>704</u>
TOTAL			61,300

* Portions of land classified "industrial" were reclassified as "office" to effect higher-than-normal trip generation rates of the existing small industrial developments in a manner conforming to data in ITE Trip Generation.



Current daily traffic volumes and Levels-of-Service on and prominent streets and intersections are listed in the tables on the following page. The local street system currently operates overall at Level of Service A.

Public Transportation/ Mass Transit

The Community Concilio of Galt operates a public transportation van service called Galt Transportation. Galt Transportation consists of three vans, each with a capacity of 17 passengers. These vans operate on a call in basis, whereby door-to-door pickup and drop-off service is provided from 8:00 AM to 4:00 PM during the weekdays. Currently, Galt Transportation does not operate on weekends. One van makes morning and afternoon trips between Galt and Sacramento, again via door-to-door pickup. The remaining two vans operate within the City of Galt. All three vans are reported to be in constant use during the day. Senior citizens and preschool children are among the passengers who ride the vans on a daily basis.

There are no bus or railroad terminals in the City currently.

A park and ride facility is located at Twin Cities Road and Highway 99.

Railroads

Freight trains passing through Galt average in size from 10 to 140 cars and travel at speeds between 30 to 60 mph. The trains do not run on a uniform schedule, but instead pass through Galt during randomly distributed times during both the day and night. The north/south tracks experience approximately 20-40 trains per day, while the lone extension is used on a minimum basis - generally once a day.

Aviation

The closest public airport to Galt is Franklin Field, approximately seven miles from the Twin Cities/Highway 99 interchange. Franklin Field currently is not open after dark and has no hangars. It is funded yearly with approximately \$5,000 in County funds. Lodi Airport, five miles to the south is a private airport with full service to generate aviation. Scheduled airlines use Sacramento Metropolitan Airport (45 miles to the Northwest) and San Joaquin Metro (30 miles to the south).

Bike/ Pedestrian Paths

Galt has no existing bike paths, though a bike route is signed along Lincoln south of the center of town. Much of the City is served by sidewalks, with the exception of the rural southern area of the City and certain areas of the older downtown neighborhoods. To date, bikepaths and pedestrian paths are planned in the Northeast Area along Deadman Gulch and in landscaped parkways along the two new arterials - Carillion Boulevard and Walnut Avenue. Elsewhere in the City, bike routes are planned along Sargent Road to Kost and Harvey Road along Lincoln.

**ROAD SEGMENTS
CURRENT LEVELS-OF-SERVICE**

Roadway Segment	ADT	Road Width	Lanes	Capacity	LOS	V/C
Lincoln Way North of Elm Ave.	5,500	58'	2	15,000	"A"	0.35
Simmerhorn Road West of Steiner Rd.	1,500	23'	2	15,000	"A"	0.80
"A" Street East of Lincoln Way	2,000	55'	2	15,000	"A"	0.13
"A" West of Lincoln Way	4,500	56'	2	15,000	"A"	0.30
"C" Street West of 7th Street	5,500	57'	2	15,000	"A"	0.35
"C" Street East of Maple Street	9,000	63'	2	15,000	"A"	0.59
Lincoln Way North of "D" Street	6,500	58'	2	15,000	"A"	0.43
3rd Street North of "F" Street	1,000	40'	2	15,000	"A"	0.07
South Lincoln	4,500	25'	2	15,000	"A"	0.30

**INTERSECTIONS
CURRENT PEAK HOUR LEVEL-OF-SERVICE**

Intersection	..... PM Peak Hour V/C	..... LOS
Twin Cities Road & West Stockton Blvd.	0.23	A
Orr Road/Elm Street & Christensen Road	0.06	A
Orr Road/Elm Street & Lincoln Way	0.25	A
Harvey Road/"A" Street & Sergeant Road	0.07	A
Harvey Road/"A" Street & Oak Avenue	0.17	A
Harvey Road/"A" Street & Lincoln Way	0.37	A
"C" Street/Boesson Road & 3rd Street	0.11	A
"C" Street/Boesson Road & Lincoln Way	0.49	A
"C" Street/Boesson Road & Fairway Dr/SB SR 99 Ramps	0.31	A
"C" Street/Boesson Road & NB SR 99 Ramps	0.31	A
New Hope Road/"F" Street & 1st Street	0.18	A
New Hope Road/"F" Street & Lincoln Way	0.38	A
Kost Road & Lincoln Way	0.26	A

POTENTIAL CONDITIONS

Introduction

As traffic levels increase throughout the City, new roadways will be needed as well as improvements to existing roadways particularly freeway access and overpasses. In addition, existing problem situations will need to be improved. A number of circulation complaints were noted in the general plan questionnaire which included:

- Need 4-way stop at 2nd and E and at D and 5th
- Need 3-way stop at 1st and E
- Angle parking on Lincoln is unsafe
- Need more parking
- Railroad crossings rough

Overall Future Traffic

The transportation model conducted by Omni-Means used the General Plan Land Use Map to project future traffic. Under full buildout of the General Plan the model estimated that 226,700 daily trips will be generated, a 370% increase over current conditions. Approximately 50,000 daily external trip ends (round trip) will leave the planning area (25,000 trips will leave, 25,000 will return). Combined with the 67,000 daily through trips, a 10% increase on major through roads (State Route 99, Twin Cities, Lower Sacramento, and New Hope) will be seen. Though this increase appears small, the volume resulting on Highway 99 will still significantly exceed Caltrans' previous projections in its Route Concept Report.

Detailed trip projections by traffic zone can be found in the appendix.

Trip Generation Rates. Trip generation rates which were used in the model are shown below. They are listed here so that they can be readily utilized in future City studies and EIRs to ensure consistency.

TRIP GENERATION SUMMARY PER GENERAL PLAN LAND USE MAP PLAN AREA

Land Use	Rate	Quantity	Trip Ends
Productions			
a. Single Family	10.0/du	8,111 du ¹	81,140
b. Multiple Family/duplx/triplx	7.2/du	241 du ¹	1,735
c. Multiple Family/High Density	6.1/du	1,899 du	11,584
d. Mobile Homes	4.8/du	302 du ¹	1,450
Attractions			
Commercial	525/ac	144.5 ac	75,863
Office	230/ac	43.1 ac	9,913
Industrial	51.8/ac	451.4 ac	23,383
Public Offices	150/ac	95.0 ac	14,250
Parks	6/ac	162.4 ac	974
Elementary & Jr. High Sch.	46/ac	49.2 ac	4,563
High Schools	37/ac	51.1 ac	1,891

SOURCE: Omni-Means, 1989.

¹ The Land Use Plan shows 6610 Low Density units and 2010 Medium Density Units. For trip generation purposes, all single-family units were placed in category a, duplexes, triplexes, and mobile homes are placed in separate categories.

**Future
External
Trip
Directions**

Future distribution of trips leaving the planning area was also estimated by the model and is shown below.

FUTURE EXTERNAL TRAFFIC DIRECTIONAL DISTRIBUTION

Direction	Percentage
North	25%
East	12%
South	47%
West	16%

SOURCE: Omni-Means, 1989.

**Roads:
Future Traffic
Projections &
Facility Needs**

The Omni-Means transportation model estimated traffic levels in 5, 10, 15, and 20 years assuming a 25% buildout of the planning area in each 5 year increment. This is consistent with the overall growth projections in the Land Use Element. It was assumed that streets which are in pending or approved developments (such as in the Northeast Area) will be built.

The model showed that the most substantial areas of traffic growth will be within Northeast Galt Specific Plan Area and at the existing State Route 99 interchanges. Generally, the existing surface street system west of the freeway will be adequate to serve the community up to and including General Plan buildout. Traffic signals will be warranted at several locations.

Analysis of future traffic impacts and needed improvements at key locations follow. These improvements will result in adequate levels-of-service, generally LOS A, B, and C. Future traffic level maps and LOS tables can be found in the appendix.

State Route 99 Mainline. The CalTrans Route Concept Report for State Route 99 indicates that the freeway should eventually be widened to six lanes north from the Sacramento County line. This conclusion is consistent with the 20 year projections for General Plan buildout. Omni-Means projected that total daily traffic on State Route 99 through Galt will reach 57,000 ADT. Because the design of the existing interchange structures include retaining walls immediately adjacent to the shoulder, this widening will need to occur within the landscaped median. If widening using the median is not selected, then all of the existing freeway interchanges and overcrossings will have to be extensively reconstructed to provide an additional lane in the area of the existing shoulder.

SR99/Twin Cities Road (SR 104) Interchange . Future traffic volumes will be sufficient to warrant signalization and improvements to the Frontage Road intersections. The existing two-lane structure will also need to be widened. Overall reconstruction of the interchange to relocate Frontage Road intersections and to provide a conventional "diamond" interchange will be in order.

The specific movements which will be necessary follow:

- Widen structure to provide 4-lanes plus bicycle and pedestrian facilities (total width: 64- to 68-feet).
- Relocate existing on- and off-ramps from current frontage road terminals to new intersections on Twin Cities Road which are about 800-feet apart to complete a conventional Diamond interchange.
- Relocate Frontage Roads intersections on Twin Cities Road about 800-feet from ramp intersections, or abandon Frontage Roads.

This improvement was described previously in the Northeast Galt Specific Plan, and a portion of the work east of the freeway is included in the funding mechanisms for the Specific Plan Area. The exact design of the new interchange may vary in as much as the ramp intersections may be moved laterally as long as the prescribed spacing is maintained.

The amount of right-of-way that would have to be acquired to complete the project will be dependent on the final design. However, it is reasonable to assume that right-of-way will need to be acquired in all four quadrants. Currently, there is one business which exists in the interchanges' southeast quadrant. Interchange design to avoid acquiring that property would involve relocating the northbound ramp termini to the current Frontage Road intersections.

SR 99/"C" Street Interchange . The most extensive reconstruction project required for General Plan Buildout will involve modifications to the "C" Street interchange. Anticipated future traffic will require that additional lanes be provided over the freeway in order to provide turn lanes at signalized intersections. From Caltrans' perspective, the need to achieve a more conventional design in conjunction with any modification is apparent. Additionally, the redesign should provide adequate spacing between signalized intersections in order to provide necessary turn lane storage and traffic progression.

The following alternative designs for the State Route 99/"C" Street interchange would meet General Plan buildout needs.

- **Alternative 1**

Construct Diamond Interchange by Widening Structure and Closing West Frontage Road. This alternative would involve adding two travel lanes, as well as bicycle and pedestrian facilities to the existing structure. Such a plan would be subject to Caltrans consideration of the adequacy of the existing structure and the ultimate plan to widen State Route 99 to six lanes.

Under this Alternative, "A" Street would be closed west of the southbound State Route 99 off-ramp and the western frontage road would be closed north of Caroline Avenue. Crystal Way would either be relocated to the east or controlled to allow only right turns in and out. Similarly, Pine Street would be restricted to right turns in and out. Traffic signals would be anticipated at both ramp intersections. Such a plan would require minimal new right-of-way if the structural widening occurs to the north.

Selection of Alternative 1, "C" Street interchange improvement scenario would have the least impacts of the six discussed and is the only one which would have less than significant impacts. However, it cannot be assured that this option will be acceptable to CalTrans.

- **Alternative 2**

New Structure on Existing "C" Street Alignment. This plan would be the same as Alternative 1, except that as part of the project, the existing structure would be replaced. This option would be necessitated if it is determined that design of the existing structure fails to provide adequate sight distance or if the anticipated State Route 99 mainline widening requires the current structure to be replaced.

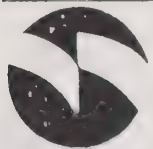
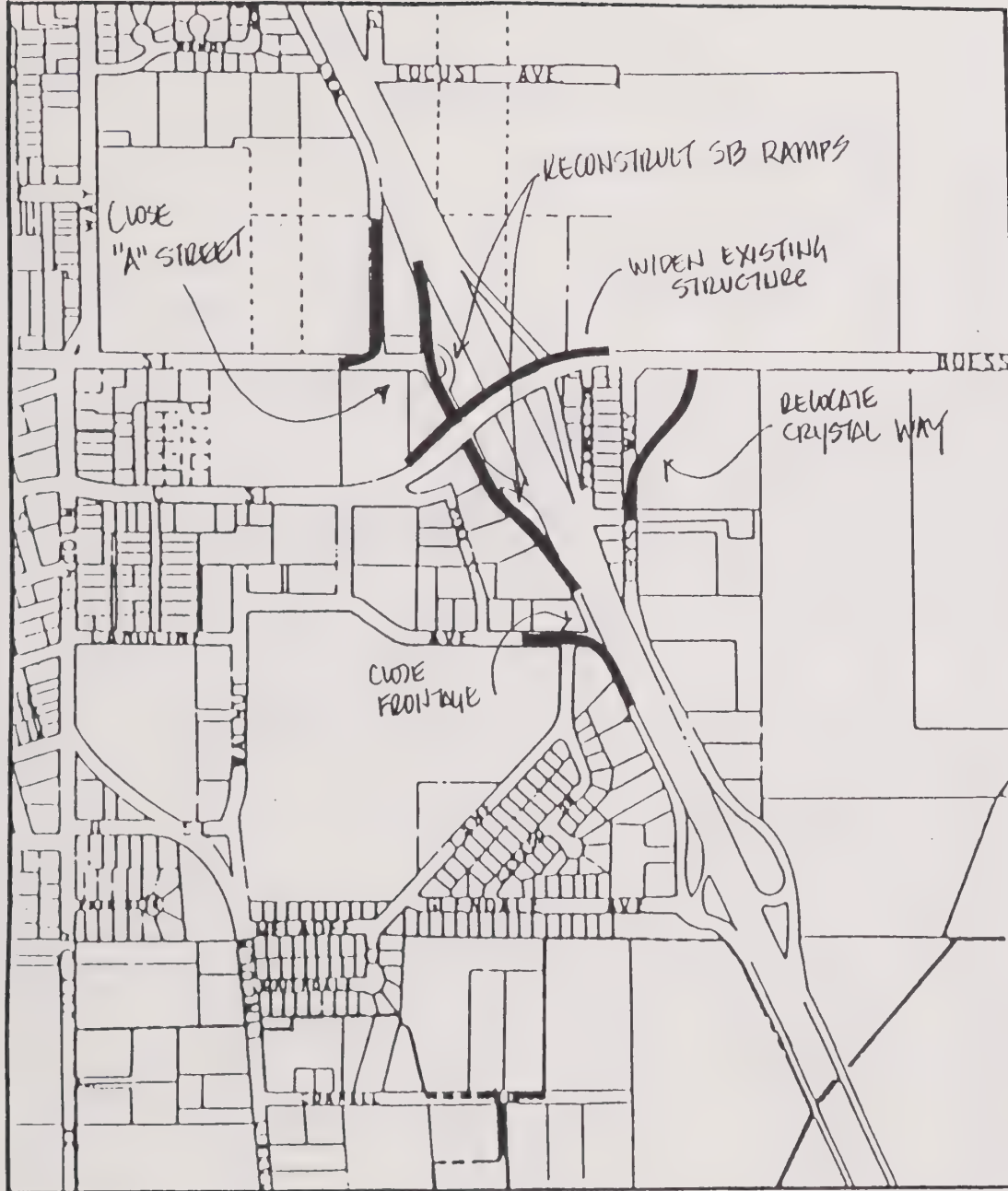
Under this alternative, right-of-way would have to be acquired adjacent to the existing structure. This may necessitate purchase of residences in the Crystal Way area.

- **Alternative 3**

New Diamond Interchange with Ramp Reconstruction. Greater spacing between ramp intersections which would improve the operation of "C" street could be provided and phased construction could be facilitated through development of new interchange just south of the existing structure. As shown on the Alternative 3 Map, this project would allow the existing structure to be used until the new structure is completed.

A significant amount of right-of-way would have to be purchased in the Crystal Way area and Pine Street would need to be made right turns in and out only.

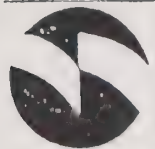
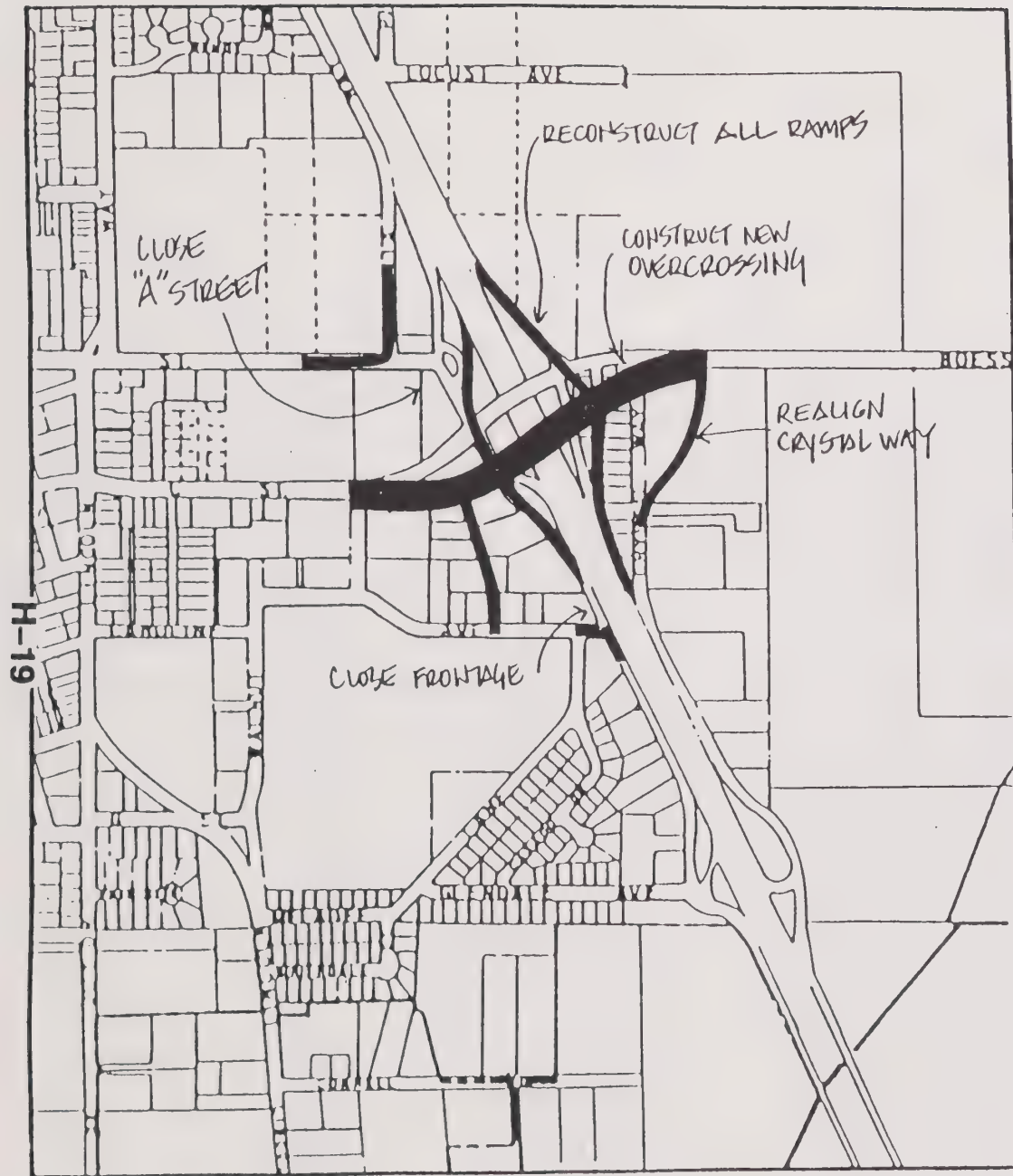
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SR99/'C' STREET INTERCHANGE - ALTERNATIVE 1





- **Alternative 4**
"A" Street Interchange. This plan would involve re-orienting the area street system such that "A" Street, rather than "C" Street became the interchange overcrossing. As shown on the Alternative 4 Map, the southbound ramp system would need to be reconstructed in the area of the existing elementary school, but northbound ramps could be relatively unchanged. It would be necessary to plan for a new surface street connection between "A" and "C" streets in order to link the Civic Center area with the interchange.

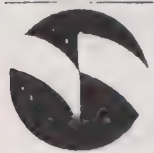
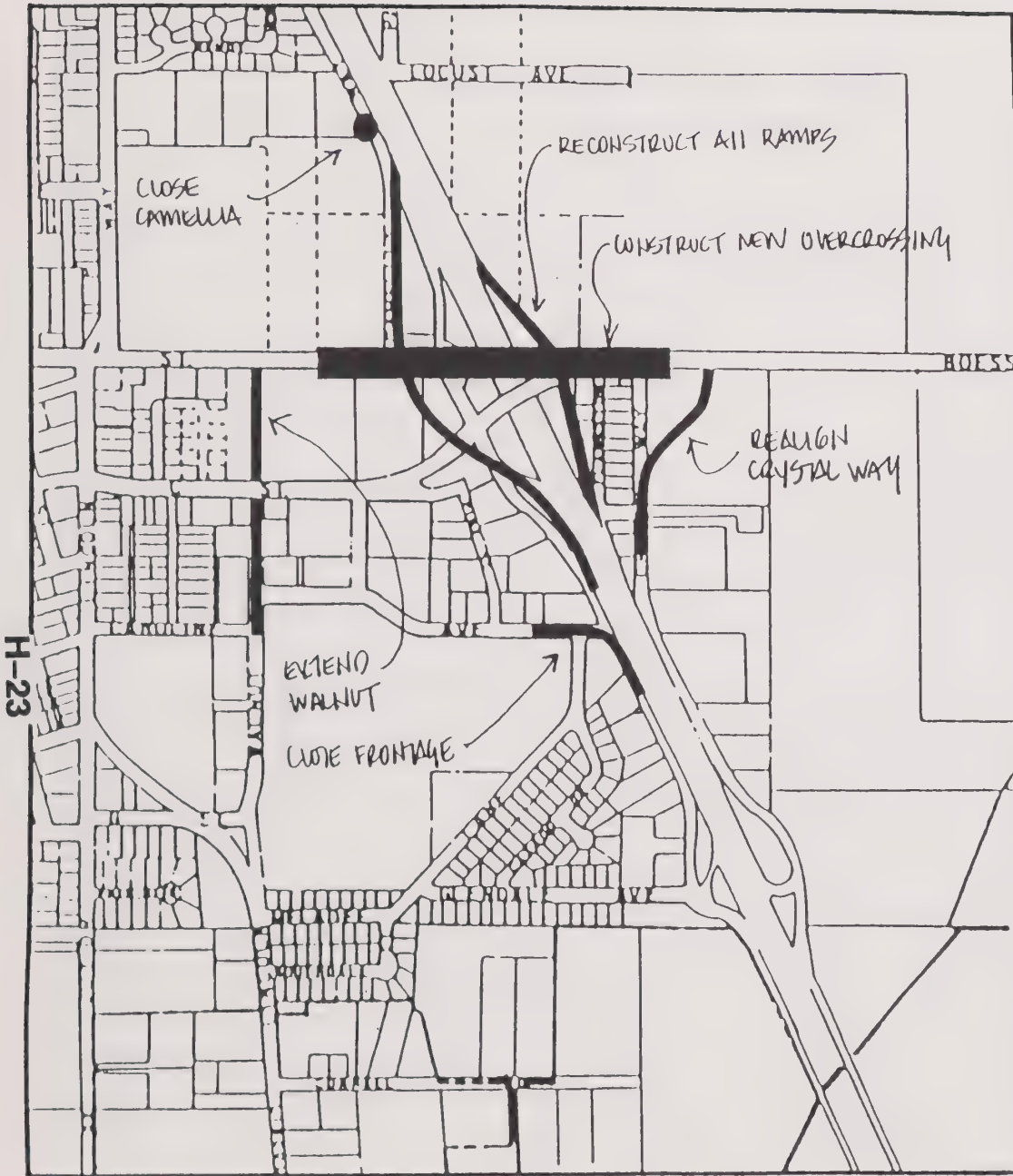
- **Alternative 5**
Northeast Quadrant Clover Leaf. Intersection spacing could also be improved as part of a widening project which would create a quarter clover leaf on the northeast quadrant. As shown on the Alternative 5 Map, such a plan would abandon the existing northbound off-ramp and would involve interchange reconstruction to allow a new off-ramp which would terminate at Crystal Way. A significant right-of-way would be required, especially in the northeast quadrant.

- **Alternative 6**
"A" Street Northeast Quadrant Clover Leaf. This alternative would combine elements of Alternatives 4 and 5 to create a new interchange which minimizes impacts to existing properties in this area. As shown in the Alternative 6 Map, the Northbound ramp pair would terminate at the Crystal Way intersection and the Southbound ramps would generally follow the alignment of the existing ramps. This arrangement would allow Civic Center Drive to be extended north from "C" Street to "A" Street and would continue freeway access to the Civic Center area.

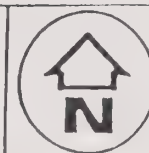
SR 99/Elm Street – Simmerhorn Road Interchange

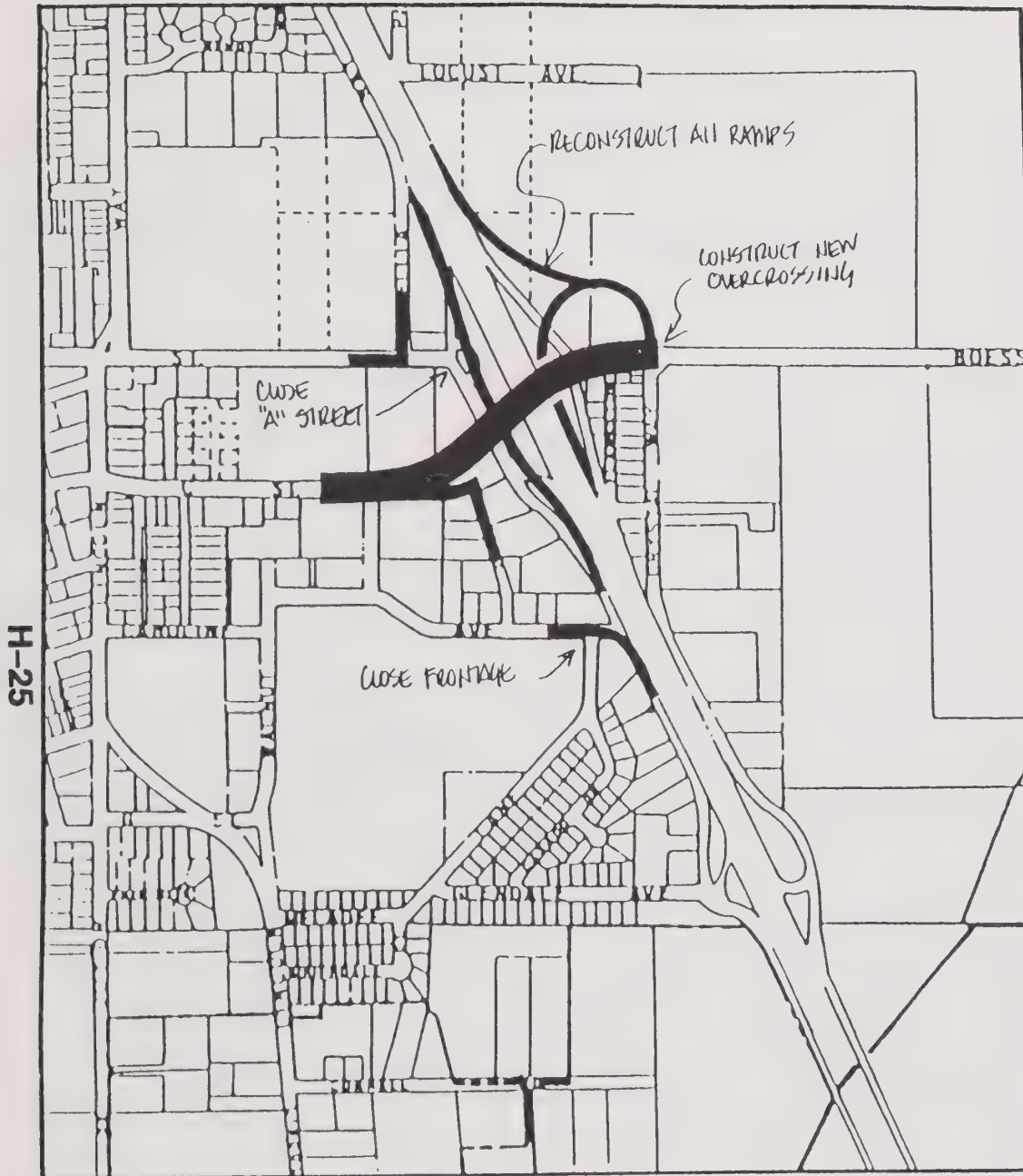
- **Alternative 1**
Improve and Develop Interchange. Traffic volumes at this location under the base street network would eventually require a signalization of the two ramp intersections, as well as the Lincoln Way/Simmerhorn Road intersection. To accommodate projected demand, Simmerhorn Road would need to be widened from Lincoln Way east over State Route 99 through the northbound ramp intersection. Such widening will require widening the existing State Route 99 overcrossing and intersection reconstruction.

- **Alternative 2**
Close Ramps. If the freeway ramps in this area were closed, widening would not be required and Lincoln Way/Elm Avenue could remain unsignalized.

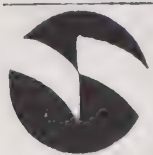


SR99/"C" STREET INTERCHANGE - ALTERNATIVE 4





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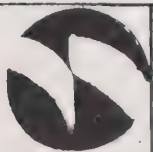
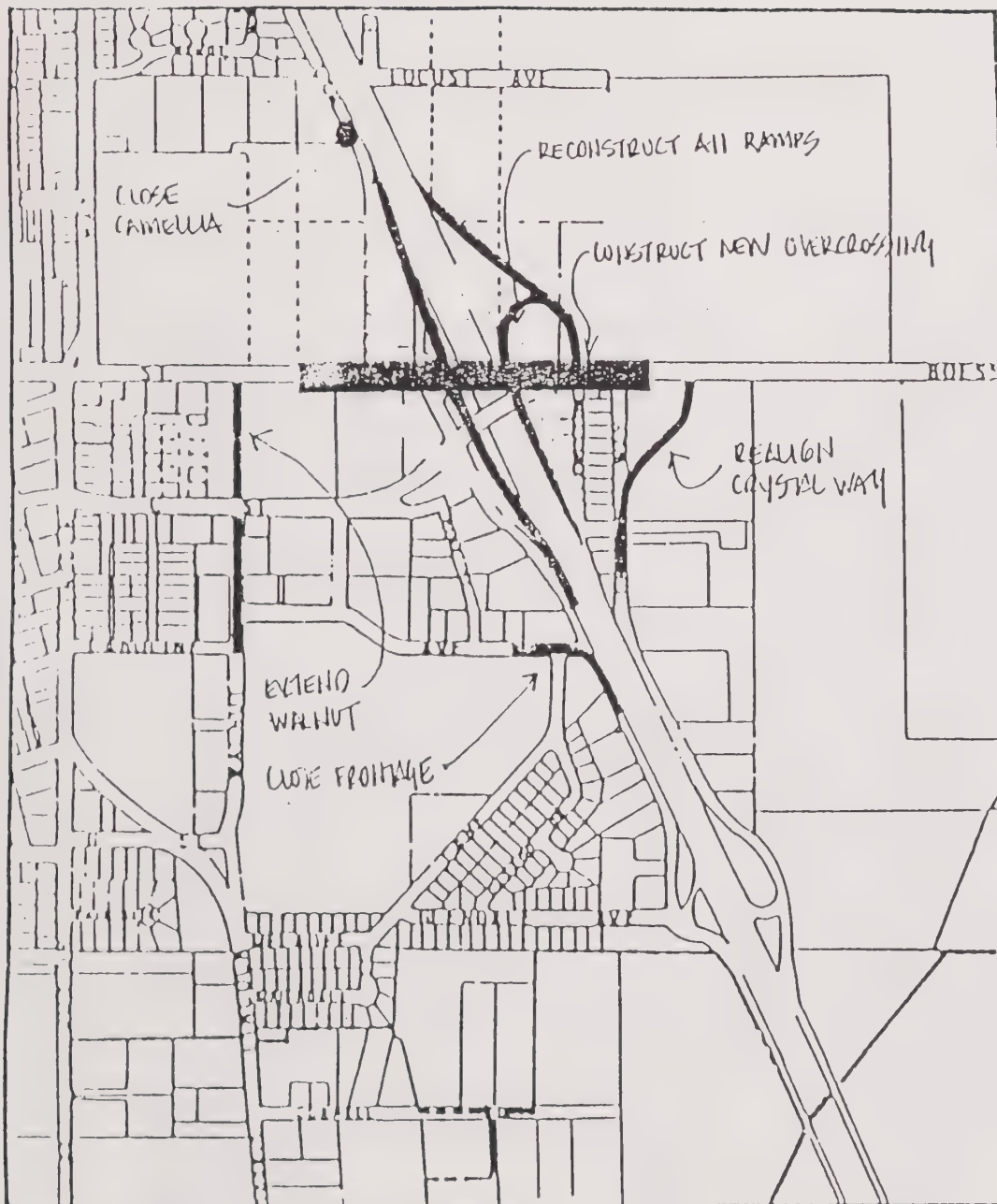


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SR99/'C' STREET INTERCHANGE - ALTERNATIVE 5



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SR99/'C' STREET INTERCHANGE - ALTERNATIVE 6



Amador Street/Lincoln Way Intersection

- **Alternative 1**

A traffic signal will ultimately be required, but satisfying that requirement will require widening of Amador Street over the State Route 99 freeway (28-feet existing). Signalization of this and of the Lincoln Way/Simmerhorn Road intersection will result in close intersection spacing (300-feet) which will make coordination difficult unless adequate storage lanes are provided.

- **Alternative 2**

As discussed previously, closure of the Simmerhorn hook ramps would eliminate the need for signalization at Lincoln and Simmerhorn.

Isolated Hook Ramps on SR 99 at Walnut Street, Ayers Lane, Pringle Way, Crystal Way, and Glendale Avenue. In their response to notice of preparation of the General Plan EIR, CalTrans suggested that consideration should be given to abandoning some or all of these isolated ramps in order to improve spacing between ramps and improve traffic conditions in weaving areas. The City prefers to upgrade the ramps. Caltrans does have the power to close the hook ramps but extensive public review would be required.

The table below compares current and General Plan buildout traffic volumes on these ramps. As shown substantial increases in ramp volume are anticipated. Levels-of-Service on many ramps will deteriorate from "B" to LOS "C".

**HOOK RAMP VOLUMES (Daily)
EXISTING CIRCULATION SYSTEM**

Location	On-Ramp		Off-Ramp	
	Existing	2010	Existing	2010
Walnut Avenue				
- Northbound	20	1,200	50	4,300
- Southbound	80	600	50	800
Ayers Lane - Northbound	370	1,200	110	800
Pringle Avenue - Southbound	380	2,900	700	1,500
Crystal Way - Northbound	80	3,600	200	2,200
Glendale Avenue - Southbound	330	2,500	70	1,500

SOURCE: Omni-Means, 1989.

However, the CalTrans Route Concept Report for the area suggests that the overall LOS on State Route 99 will deteriorate to unacceptable conditions (i.e., LOS "E-F") in the future without improvements to the highway itself

(mainly widening to 6 lanes). The Route Concept Report is a very general policy document and does not explicitly discuss the fate of the hook ramps. Thus, the City's desire to improve rather than eliminate the ramps is not inconsistent with adopted Caltrans policy. Although satisfactory Levels-of-Service can result from the relatively light volumes projected on the hook-up ramps, the need to improve selected ramps should be considered as described below:

- **Construct SR 99 Northbound Crystal Way On-Ramp or Auxiliary Lane.** The distance between the Crystal Way and "C" Street ramps is short. Construct an auxiliary lane linking the Crystal Way on-ramp with the "C" Street off-ramp.
- **Construct SR 99 Southbound Glendale Avenue Off-Ramp.** This ramp is similar to that at the Crystal Way ramp pair. An auxiliary lane should be constructed.

Construct Carillion Boulevard Extension from Northeast Specific Plan Area South to Crystal Way Ramps. Development of a local surface street parallel to State Route 99 will help to limit the volume of locally circulating traffic on the state highway. Carillion Boulevard would provide this connection. A four lane road will be appropriate north of "C" Street, but a two lane facility will be acceptable to the south of "C" Street. This road is shown on the Proposed Circulation Map.

Widen Twin Cities Road. This road will need to be widened to four lanes with a center turn lane from the State Route 99 interchange to the Carillion Boulevard interchange to the Carillion Boulevard intersection. A lesser section (two lanes plus center turn lane) would be appropriate east of Carillion Boulevard.

Construct Walnut Avenue East of SR 99. The Northeast Galt Specific Plan denotes a four lane (plus median) roadway connecting SR 99 and Marengo Road. This facility will be sufficient for General Plan buildout.

Construct Amador Avenue Extension and Improve Amador Avenue/Elm Avenue Intersection. As noted in the Northeast Area Specific Plan, Amador Avenue should be extended east from the State Route 99 over-crossing to Carillion Boulevard. A two-lane section with left turn pockets will be adequate.

The Amador Avenue/Elm Avenue intersection is located near the SP tracks and has limited sight distance. This intersection will need to be reconstructed to bring Amador Avenue in at an angle closer to 90 degrees and to provide adequate sight distance.

Frontage Road Relocations

- **Alternative 1**

Existing frontage road intersections could be reconstructed to provide adequate storage on the off-ramps. This would involve relocation of the frontage road to allow larger radii and tangent sections in advance of the intersections. Candidate locations include the Crystal Way and Glendale ramps, the Walnut Avenue ramps and the north-bound Pringle Way ramps.

- **Alternative 2**

Alternatively, the frontage roads could be closed at the ramp intersections.

Intersection Improvements and Signalization. A total of 17 intersections will ultimately need to be signalized. As part of these improvements, associated intersection improvements (i.e., striping, changes, curb return modifications, handicap ramps, sidewalks, etc.) should be expected. The locations which will warrant signalization are:

SIGNALIZATION LOCATIONS

East-West Street

Twin Cities Road (SR 104)
Twin Cities Road (SR 104)
Twin Cities Road (SR 104)
Twin Cities Road (SR 104)
Twin Cities Road (SR 104)

Walnut Avenue

Walnut Avenue

Pringle Avenue

Amador Avenue

Amador Avenue

Simmerhorn Road

"A" Street

"C" Street

"C" Street

"C" Street

Boessow Road

Meladee Lane

North-South Street

West Frontage Road

SB SR 99 Ramps

NB SR 99 Ramps

East Frontage Road

Carillion Boulevard

SR99 NB Ramps (unless frontage roads are closed).

Carillion Boulevard

West Frontage Road

Elm Street

Lincoln Way

Carillion Boulevard

Lincoln Way

Lincoln Way

SR 99 SB Ramps

SR 99 NB Ramps

Carillion Boulevard

Lincoln Way

Other Roadway Improvements. The Strategic Financial Plan prepared by John Cone (December, 1988) also delineated a number of other roadway improvements which would be desirable but which the Omni-Means report did not identify as level-of-service concerns. They are not adopted requirements of this Element. They are:

CITY ROAD IMPROVEMENTS TO SACRAMENTO COUNTY STANDARD

Street	From	To	Imprvmt	Current Status	Feet
Lincoln	Pringle	Elm	4	Existing 4 Lanes	2,200
	Elm	F	4	Existing 4 Lanes	4,300
	F	Meladee	4	Existing 4 Lanes	1,200
	Meladee	Dry Creek		County Road 2 Lanes	3,800
	Dry Creek	Lib.Rd.Int.		County Road 2 Lanes	4,800
	Twin Cities	Walnut		County Road 2 Lanes	4,400
	Walnut	Pringle		County Road 2 Lanes	4,400
F Street	First	SP		Existing 2 Lanes	1,600
	SP	Lincoln		Existing 2 Lanes	1,300
New Hope	Sargent	First		County Road 2 Lanes	4,800
C Street	Lincoln	99		Existing 4 Lanes	2,200
Boessow	99	Marengo		County Road 2 Lanes	3,100
Orr	Sargent	SP		County Road 2 Lanes	4,400
Elm or Elm/Amador	SP	Lincoln		Existing 2 Lanes	2,600
Kost	Sargent	SP		County Road 2 Lanes	6,600
	SP	Lincoln		County Road 2 Lanes	1,500
Midway/Sargent	Twin Cities	Orr		County Road 2 Lanes	10,400
Deadman Crk Bridge (At Sargent Avenue)				New Bridge	150
Sargent/Midway	Orr	New Hope		County Road 2 Lanes	5,200
	New Hope	Kost		County Road 2 Lanes	2,600
Simmerhorn	99	Carillion		County Road 2 Lanes	1,900
	Carillion	Marengo		County Road 2 Lanes	2,900
Marengo	Twin Cities	Walnut		County Road 2 Lanes	3,000
	Walnut	Simmerhorn		County Road 2 Lanes	7,400
	Simmerhorn	Boessow		County Road 2 Lanes	2,600
Twin Cities	Sargent	SP		County Road 2 Lanes	1,500
	SP	99		County Road 2 Lanes	2,400
	Sargent	Marengo		County Road 2 Lanes	2,400
Walnut Avenue	SP	99		New 2 Lanes	2,400

123,950

SOURCE: City of Galt, 1989

- Other Facilities

- Deadman Creek Bridge
- Railroad Grade Separations, throughout City
- Improved Connection to I-5
- Corporation Yard (+5 acres)
- Additional Street maintenance vehicles

A number of other circulation related facilities have been proposed throughout the General Plan. They are:

- Enhancement of key entry points: Joy Drive/Lincoln Way Triangle, Lincoln Way at Dry Creek, existing and future interchanges.
- Enhancement of Central Business District through City participation in providing sidewalk furniture on a high level of street maintenance.

Parking

On- and off-street parking are both important circulation facilities in Galt. They fall into the following categories:

- **Low Density Residential.** Off-street parking for two spaces per residence are required in the City Zoning Ordinance. This is generally adequate. However, the minimal front yard setback allowed in R-1-C Zones has resulted in many residents parking on the street while utilizing the driveway space for other purposes or parking partially on sidewalks. The rolled curbs allowed on streets have encouraged some residents to park partially on sidewalks also. The result is a visual clutter in some neighborhoods.

Certain older neighborhoods downtown were not designed for today's two plus car households and adequate off-street parking does not exist. This problem should not be worsened by allowing increased density in these areas. The Land Use Element addresses this issue by establishing a Pre-Existing Residential district which recognizes the small lot sizes in this area but does not allow further splitting of lots or infill with multi-family units.

- **High Density Residential.** Minimum off-street parking of 1-1/2 spaces/D.U. is required by the Galt Zoning Ordinance. This has proved somewhat inadequate to meet parking needs. Carports are allowed and in some areas storage in them has caused visual clutter. However, the Northeast Area Specific Plan parking standards require 250 square feet of enclosed storage space to address this problem. Communities have found carports to be unsightly and have prohibited their construction, preferring outdoor parking. This has not been considered in Galt because of the high summer temperatures and rainy winters. Cost of requiring garages has been considered detrimental to providing affordable housing.
- **General Commercial.** Existing parking standards in Galt for commercial have also proven inadequate and should be revised. Parking lot landscaping requirements are also minimal and should be revised with the goal of more aesthetically pleasing parking lots in the future. The General Plan Committee rejected the idea of a consistent design or landscaping theme throughout any of the City's commercial corridors, with concerns over too much uniformity becoming monotonous.

Another concern which may arise as the City's commercial areas grow is lack of coordination between parking areas. To reduce traffic conflicts in commercial areas, adjoining commercial properties should be required to join parking areas to allow for internal circulation and coordinate accesses whenever possible. The intent is to reduce ingress and egress onto the public street, reducing level-of-service.

- **Downtown Commercial** . Commercial establishments in the traditional downtown areas along Lincoln, 4th Street, and C Street between Lincoln and 4th have special requirements. Because the structures are already constructed, in many cases historic, and generally with no side or front setbacks today's parking standards cannot be met. On-street parking or shared parking lots must be utilized. To ensure that parking standards do not detract from the location of businesses in these buildings and to ensure that parking is not developed which will detract from the appearance of the structure, special parking standards should be developed for these areas. In addition, the City should continue to work with the Railroad to obtain use of their land along 4th Street to be utilized in part as a parking area as discussed in the Historic Element.
- **Flea Market** . Galt's Transit Service (TRACS) has noted that the parking surrounding the flea market is inadequate on market days. However, since this is not a daily event, the City is willing to put up with the inconvenience. The flea market is a valuable revenue generator. The creation of additional parking areas would be visually obtrusive and underutilized much of the time.

Pedestrian/ Bike Routes

Sidewalks are required of all new development in Galt. Linked pedestrian/ bikepaths are required in the Northeast Area along Deadman Gulch, Carillion Boulevard, and Walnut Avenue. As the City grows, the opportunity to create linked bike and pedestrian paths should be taken advantage of. All new major developments with major collector roads or community open space should include bike and pedestrian paths. The intent should be to feed into the major routes shown on the Circulation Map including the Dry Creek and Deadman Gulch paths which are also discussed in the Conservation Element. Transportation Development Act funds include a set aside fund for bikeways; the City should apply for these funds to assist in implementing its programs.

Public Transit

As the community grows and air quality concerns heighten, the demand for public transit will increase. The City's role in mass transit provision will need to center around participation in regional transit planning and funding. In the short-term this is likely to revolve around the increased efficiency of Galt Transit as well as the provision of park and ride facilities. In the long term, commuter rail along the SP line or a light rail extension of RT Metro may be possible. Alternative future alignments for an extension of light rail include:

- Shared right-of-way with the Southern Pacific line
- Undeveloped lands west of the City
- Stockton Boulevard

A transit station linking various forms of transportation (bus, rail, auto) may be appropriate in the future. A potential site is shown on the Circulation Map along the SP line near 4th and C Streets. The City should ensure that land use decisions not be allowed to preclude this option at some point in the future.

In the short term the Concilio's Transit Service (TRACS) noted in a 10/12/89 letter that lack of designated bus stops at Fairsite School, the Grange Hall, and the B Street clinic is a safety concern. The City should designate bus stops at these locations. TRACS is considering establishing fixed routes and the City should assist with this program as necessary.

Further Other General Plan Goals

The Circulation Element must be consistent with other elements of the General Plan. It must outline facilities which will be needed to support the land uses designated within the Land Use Element. Other concerns throughout the General Plan which relate to the Circulation Element are listed below:

RELATED CONCERNS GALT GENERAL PLAN AND CIRCULATION ELEMENT

CONSERVATION-OPEN SPACE

- Tree retention along Kost, Sargent, Harvey, Robson, and Boessow Roads
- Sign controls along Twin Cities Road
- Trail system along Dry Creek and Deadman Gulch

SAFETY/SEISMIC ELEMENT

- Upgrade substandard streets

LAND USE ELEMENT

- Enhancement of key City entry points: Joy Drive/Lincoln Way triangle, Lincoln Way at Dry Creek, existing and future freeway interchanges
 - Enhancement of Central Business District through City participation in providing sidewalk furniture and other amenities and a high level of street maintenance
 - Revision of parking requirements in Zoning Ordinance
 - Annual growth and level-of-service monitoring
 - Locate vehicular access to commercial no closer than 500 feet to freeway interchanges.
-

Cost of Improvements

The Omni-Means study included preliminary cost estimates for the needed improvements to handle General Plan buildout traffic levels. They are shown below:

PRELIMINARY COST ESTIMATES 1989 Dollars

1.	Reconstruct SR 99/Twin Cities Road (SR 104) Interchange	\$ 3,500,000
2.	Reconstruct SR 99/"C" Street Interchange	\$ 3,100,000 - \$ 7,500,000
	- Alternative 1	\$3,100,000
	- Alternative 2	\$4,400,000
	- Alternative 3	\$6,800,000
	- Alternative 4	\$7,300,000
	- Alternative 5	\$6,900,000
	- Alternative 6	\$7,500,000
3.	Construction Carillion Boulevard from Twin Cities to Crystal Way	\$ 4,000,000
4.	Widen Twin Cities Road to Four Lanes (from 99 to Carillion)	\$ 756,000
5.	Construct Walnut Avenue (from 99 to Marengo)	\$ 1,426,000
6.	Construct Amador Avenue Extension (to Carillion)	\$ 407,000
7.	Simmerhorn Road Extension (to Amador)	\$ 120,000
8.	SR 99/Crystal Way On-Ramp	\$ 120,000
	- Auxiliary Lane	\$120,000
9.	SR 99/Glendale Avenue Off-Ramp	\$ 120,000
10.	Frontage Road Relocations (at all hook ramps)	\$ 200,000
11.	Traffic Signals (seventeen total)	\$ 1,870,000
Necessary Improvements Total		\$15,329,000 - \$19,729,000
Street Widening		
(desirable but not required for adequate levels-of-service and not as requirement of this Element.)		
(numerous, see page H-24)		+ \$28,300,000

SOURCE: Omni-Means, 7/21/89.

TOTAL IMPROVEMENT COST ALLOCATION
CITYWIDE vs NORTHEAST AREA
1989 Dollars

		City-Wide	NE Galt S.P.
1.	Reconstruct SR 99/Twin Cities	\$ 1,750,000	\$ 1,750,000
2.	Reconstruct SR 99/"C" Street		
	Low Estimate	\$ 3,100,000	
	High Estimate	\$ 7,500,000	
3.	Carillion Boulevard		
	To Simmerhorn		\$ 2,247,000
	To Crystal Way	\$ 1,753,000	
4.	Widen Twin Cities Road	\$ 756,000	
	(from 99 to Carillion)		
5.	Walnut Avenue	\$ 1,426,000	
	(from 99 to Marengo)		
6.	Amador Avenue Extension		\$ 407,000
	(to Carillion)		
7.	Simmerhorn Road Extension	\$ 120,000	
	(to Amador)		
8.	SR 99 Crystal Way		
	Close Auxiliary Lane	\$20,000-\$120,000	
9.	SR 99 Glendale Lane		
	Close Auxiliary Lane	\$20,000-\$120,000	
10.	Frontage Road Relocations	\$ 200,000	
	(at all hook ramps)		
11.	Traffic Signals (17)	\$ 1,650,000	\$ 220,000
Low Estimate		\$ 9,569,000	\$ 6,050,000
High Estimate		\$13,969,000	6,050,000
Street Widenings			
(desirable but not			
required see page H-24)		+28,303,303	

SOURCE: Omni-Means, 7/21/89

**Timing of
Improvements/
Priorities**

The actual timing of the construction of improvements will need to be determined by yearly growth monitoring for inclusion of projects in the City's Five Year Capital Improvements Program. Actual timing of needed improvements will vary based on actual buildout rates in the different sectors of the City. However, this General Plan has projected and provided for major growth in the Northeast Area with significant though less growth around the existing central core of the City. The phasing recommendations are based on those trends. General phasing recommendations follow.

IMPROVEMENT TIMING PRIORITIES*

Short Term Needs (5 Years)

1. Improvements to Twin Cities Interchange
2. Widen Twin Cities Road
3. Entry way improvements
(Lincoln/Joy triangle and Lincoln at Dry Creek)
4. CBD Street furniture and high level of street maintenance
5. Corporation yard (+5 acres)
6. Additional street maintenance vehicles

Mid-Term Needs (5-10 Years)

1. C Street Interchange improvements
2. Construction Carillion to Crystal Way
3. Traffic signals: 6 (3 on C Street, 2 on Twin Cities)
4. Amador Avenue Extension
5. Crystal Way on-ramp construction
6. Glendale Avenue off-ramp
7. Frontage Road relocations
8. Road widenings: as funds are available, no clear priority
9. Additional street maintenance vehicles
10. Railroad grade separation

Long-Term Needs (10-20 Years)

1. Traffic signals: 11 (see Map)
2. Road widenings: as funds are available, no clear priority
3. Deadman Creek bridge
4. Railroad grade separations
5. Improved connection to I-5
6. Additional street maintenance vehicles

* New roadways in the Northeast Area are not listed since they will be funded by the area's Mello-Ross District.

Funding

An adequate funding mechanism does not exist at this time to provide for the projected needs. Increased revenues from expected residential and commercial growth will increase the General Fund. However, the Cone report estimated that only approximately \$7.3 million in roadway improvements will be able to be funded via the General Fund. This leaves a shortfall of \$30-35 million (or \$8-12 million if the widenings of existing streets are not to be funded).

To make up this shortfall, both the Omni-Means report and the Cone report recommended that a new development mitigation fee based on trip generation be established to fund circulation improvements. The intent is to ensure that new development "pay its way". A trip fee of \$227 to \$255 (1989\$) will be necessary to provide for needed improvements which have been identified in this Element. Without the street widenings to existing substandard roads which are desirable but not necessary, the fee would be in the \$100/trip end range. The City recently approved traffic mitigation fees which will generate the amount needed for all improvements except the street widenings.

TRAFFIC MITIGATION FEES

	1989 Traffic Mitigation Fee		Needed if St widenings are to be funded
	(Overall Fee) (Per Trip End)		(Per Trip End)
Single Family Residential	\$1,114	\$111	\$225 - \$255
Multi-Family Residential	728		"
Retail	\$4.09/sq.ft.	\$111	"
Office	\$1.21/sq.ft.	\$111	"
Industrial	\$0.24/sq.ft.	\$111	"

The Cone report noted that while the City needs to adopt this "businesslike" approach, there will be an interim period where assessment districts may need to be utilized to finance certain improvements but that it will be desirable in the future to reduce the extent to which the City's development depends on bond issues because of the costs involved. Because of this interim need for assessment districts or other financing mechanisms while mitigation fees "catch up" with funding needs, the timing scale, or features of specific projects could result in short term significant impacts if not analyzed carefully for appropriate mitigation. To ensure a "pay-as-you-go" approach, a Special Study overlay should be added to all Phase 2 and 3 lands and the Northeast Specific Plan area which will require participation in the selected financing mechanism unless impacts can be disproven.

It is not considered speculative to assume that public facilities will be provided by these types of bond issues or other financing mechanisms. Most of the demand for new facilities and services which was identified in the Cone report will be a result of new growth. Because most of this new growth will occur in currently undeveloped areas (as opposed to infill), it will be a simple process for the City to require developer participation in an assessment district or other forms of developer financing.

Other funding alternatives include federal funding, and California Transportation Development Act funds. However, since these alternative sources cannot be guaranteed, the trip mitigation fee, the General Fund and revenue generated from the new half-cent sales tax, should form the major funding pool for roadway improvements until other sources are located.

It should be noted that the Omni-Means report also recommended that the City-wide trip fee apply in the Northeast Area in addition to the Mello-Roos financing in place there. The Mello-Roos District is financing only major local improvements needed. As a result, an additional trip fee of \$55 per trip end for lesser improvements in the Northeast Area is recommended for the Northeast Area (in addition to the citywide \$111 trip and fee).

POLICIES

Progress has been made in implementing the 1984 General Plan circulation policies. Galt transit buses include wheelchair lifts. New subdivisions have been required to use Sacramento County road standards. Planning for a major growth area in the northeast area of the City identified the need for a new interchange to serve the area, required noise walls in specific locations, and incorporated bike and pedestrian areas in planned landscaped parkways along Walnut Avenue, Carillion Blvd., and Deadman Gulch. Little progress has been made in some areas including the landscaping and use of the railroad area, encouragement of Sacramento Regional Transit to extend service to Galt, and encouraging the provision of a local taxi service. The

City has little direct control over each of these policy areas which is in large part responsible for the limited progress.

Enhancement of the railroad area is still an important issue to Galt residents and is again included as a policy in this General Plan. Discussions are ongoing with the railroad and will eventually result in an agreement of some sort.

The 1984 General Plan called for signed bike routes creating north-south and east-west routes. This proposal has not been carried out largely because the routes were never mapped. Sidewalks on walk-to-school routes in older neighborhoods were also called for. This program has also not begun mainly due to a lack of funds. Redevelopment funds have not been significant to date and are expected to fund these sidewalks when available.

The 1987 SACOG Regional Transportation Plan includes the Galt Area. The City has adopted the Plan. Adopted policies in this plan are important to Galt because many transportation issues are regional in nature including highway improvements, aviation planning, and rapid transit provision. A number of policies or programs in the plan relate specifically to Galt, including:

- Air Quality: Encourage member cities and counties to incorporate transportation control measures in project review and approval.

Discussion: Circulation programs in this Element include development of bike paths, bus turnouts and covers, and pedestrian facilities.

- Roads and Streets: The Plan notes that member cities and counties cannot afford to construct and maintain the major roadway projects needed to handle new traffic nor to adequately maintain existing roadways. Major roadway projects over the next 5-20 years are listed in the Plan and does not include any in Galt. Under the additional actions required category the Plan notes that "Cities and counties will develop and implement Reasonable Extra Efforts Programs to reduce vehicle trips, trip lengths, and congestion. SACOG will coordinate programs and will encourage consistency where feasible".

Discussion: This Plan includes numerous policies which will satisfy the "Reasonable Extra Efforts Programs". During the next Regional Transportation Plan update, the City should contribute information on expected needs for interchange improvements to Highway 99 which were not envisioned in the 1987 Plan.

- Galt Community Transit: Community transit is discussed specifically in the Regional Plan. The fol-

lowing actions are recommended in the Regional Plan:

- SACOG will update Galt Community Transit's short range transit plan every three years to reflect changing capital and operating needs.
- Galt Transit should purchase larger buses in order to increase system capacity without affecting operating cost.

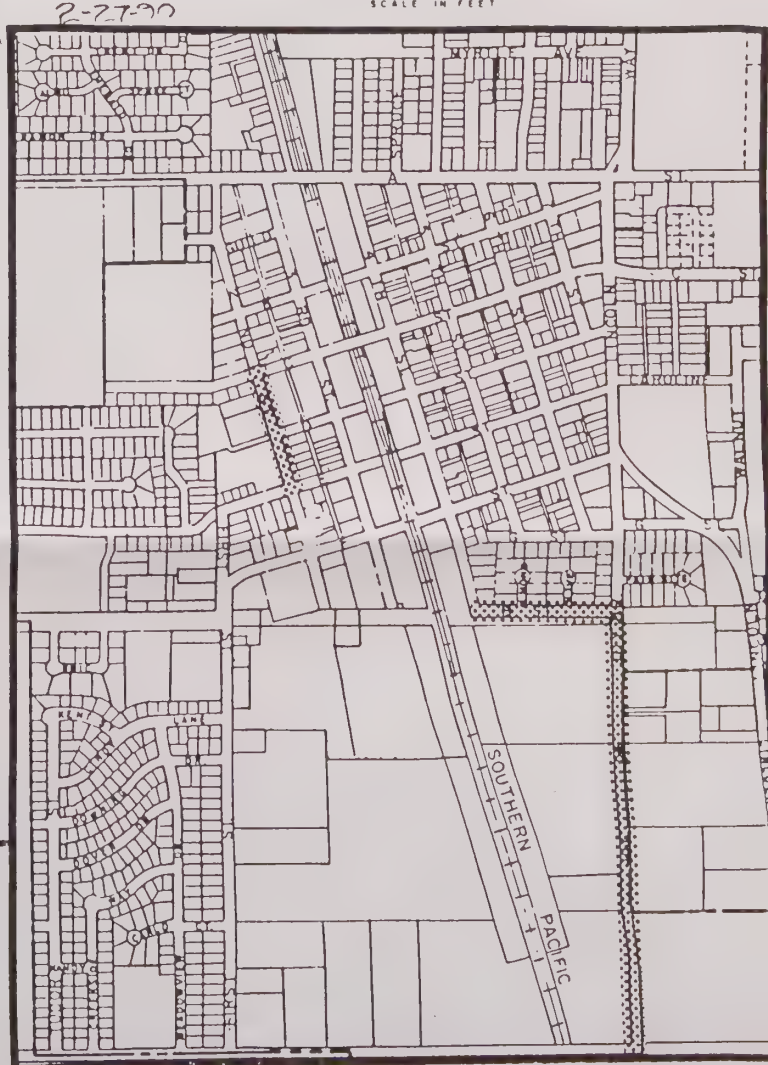
Discussion: This Element includes policies regarding continued support of Galt Transit and (TRACS) to ensure that future large scale development includes bus turn-out facilities. TRACS has noted that larger buses will affect operating costs.

CIRCULATION ELEMENT POLICIES AND IMPLEMENTATION PROGRAMS

<u>Subject/Policies</u>	<u>Implementation Programs</u>	<u>Responsibility/Funding</u>	<u>Proposed Timing</u>
<u>General Concerns</u>			
1. Provide for a circulation system as shown on the Circulation Map and consistent with Circulation Element policies.	1. Review all development proposals for consistency with Circulation Map and Circulation Element traffic generation assumptions.	1. Planning Director/P.C./ City Council (a)	1. On-going
	1a. Development proposals that differ from above should be required to prepare environmental documentation to identify traffic generation mitigation and any changes which maybe necessary in the overall mitigation fee distribution.	1a. Planning Director	1a. On-going
	1b. Require reservation or dedication of right-of-way necessary for construction of roadways and circulation features as shown on the Circulation Map as developments are proposed.	1b. City Council	1b. On-going
	1c. New development shall be required to provide for road improvements serving the development.	1c. N/A	1c. On-going
2. When necessary, deny amendments to the Land Use Element which will exacerbate identified local or State highway problems.	2. Required traffic studies when Land Use Element amendments are proposed.	2. City Council	2. As projects are reviewed
3. The City shall work toward establishing a firm and adequate finance base for its activities and mitigation fees including circulation improvements which is under the control of the City's council and staff. (Duplicate of Public Facilities Element Policy.)	3a. Establish a system of "new development fees" in combination with assessment districts, grants, and other funding sources to insure that new development pays its own way. - 5-year Capital Improvement Plans should be accompanied by a detailed financing plan to ensure that timing gaps between the need for facility construction and collection of development fees are avoided. - The cost portion of circulation improvements to serve new growth which will not be funded by mitigation fees should be funded by developers via Mello-Roos assessment districts or other financing mechanisms. To ensure this participation, a Special Study overlay should be placed on all lands outside the existing city core and Northeast Specific Plan Area which will require participation unless impacts can be disproved.	3a. City Council	3a. On-going
	3b. Monitoring program - The City officials should establish a monitoring program which will annually review the actual development that has occurred, the inflation rate, the changes in construction costs, and update the allocation criteria in order to revise the project costs and their allocation to the major types of land use.	3b. City Council	3b. Yearly after adoption of General Plan



	TRANSIT FACILITY
	FREEWAY
	EXPRESSWAY/THOROUGHFARE
	RAILROAD
	MAJOR PEDESTRIAN PATH
	ARTERIAL STREET
	SCENIC ROAD(SEE TEXT)
	COLLECTOR STREET
	BIKE PATH/LANE
	NEW TRAFFIC SIGNALS
ALL OTHER STREETS ARE LOCAL	



CITY OF GALT

GENERAL PLAN Planning Concepts

CIRCULATION ELEMENT

<u>Subject/Policies</u>	<u>Implementation Programs</u>	<u>Responsibility/Funding</u>	<u>Proposed Timing</u>
4. Utilize Sacramento County Roadway Standards except where necessary to lower cost of housing development.	4. Prepare alternative standards which can be used to satisfy the density bonus alternative of Housing Program 6.	4. City Engineer	4. Within 2 years of General Plan adoption
<u>Highway/Arterials</u>			
5. Provide easy access for trucks and employees from employment centers to Highway 99.	5. Review proposed development for consistency with Circulation Element.	5. Planning Director/P.C./ City Council	5. On-going
6. Work towards construction of full interchanges at Twin Cities and C Streets.	6a. Prohibit intensive development within interchange areas mapped on Circulation Map. 6b. Request study of interchange needs in next Regional Transportation Plan update. 6c. Submit interchange designs to CalTrans when completed.	6a. City Council 6b. Planning Director 6c. City Engineer	6a. On-going 6b. 1991 6c. As development occurs which is conditioned upon construction of interchanges
7. Make all entrances to the City as attractive as possible (1984 Policy)	7. See below.	7.	7.
8. Provide sign protection for Twin Cities Road, if that area is annexed to the City, so that it remains in its current aesthetic condition. (Duplicate of Conservation-Open Space Policy #1)	8a. Addition of sign controls to the Zoning Ordinance based on provisions of the County's ordinance. 8b. Rezoning with sign controls along the road corridor based on the provisions added to the Zoning Ordinance. 8c. Incorporate sign controls into the revised zoning ordinance.	8. City Planning Department and City Council (1-c) Funding: Zoning Ordinance Update	8a & b. Two years from adoption of the General Plan 8c. Upon annexation
9. Require that the design of new road-ways and bicycle/pedestrian paths accommodate existing vegetation in windbreaks, fencerows, and stream courses whenever possible. (Duplicate of Conservation-Open Space Policy #2)	9. Revise the Planned Development Combining district regulations to include standards on tree preservation in side-walk easements.	9. City Planning Department and Council Funding: Zoning Ordinance Update	9. Two years from adoption of the General Plan
10. As new Highway 99 interchanges are developed to serve the City, provide landscaping, City signs and other entry treatments in setbacks. (Duplicate of Conservation-Open Space Policy #6)	10. Review development proposals and highway improvement plans for possible sites for special entry treatment.	10. City Planning Department	10. Ongoing
11. The City will work to improve and maintain specific entry points within road right-of-way, including freeway interchanges, the Joy Drive/Lincoln Way triangle and the Lincoln Way area at Dry Creek. Improvements could include landscaping and signage.	11. Accomplish improvements incrementally by including as a line item in budget.	11. Public Works Department Funding: General Fund	11. Ongoing

<u>Subject/Policies</u>	<u>Implementation Programs</u>	<u>Responsibility/Funding</u>	<u>Proposed Timing</u>
12. The Central Business District should be the center of the community. The City should provide a high level of street and other facility maintenance combined with technical assistance for renovation and sidewalk amenities using Redevelopment Agency Funds when possible. (Duplicate of Land Use Element Policy #13.)	12. As Redevelopment Agency, place street improvements in this area as priority when funds are available.	12. City Council Redevelopment Agency Funding: Redevelopment Agency	12. Within 2 years of General Plan adoption
<u>Local and Collector Streets</u>			
13. Minimize through traffic in residential areas. Through traffic is traffic travelling from one collector to another collector street.	13. Utilize curvilinear street patterns whenever possible in new roadways.	13. Planning Director, City Engineer, Planning Commission, City Council	13. As development is proposed
14. Local residential design should ensure that traffic levels shall not exceed 500 vehicles per day on local streets (see page H-40 for definition of local street).	14. Avoid street patterns which allow shortcuts through residential areas.	14. "	14. "
	14a Create new streets as the City grows which will alleviate traffic problems in existing residential areas and ensure that maximum traffic level thresholds are not reached in these areas in the future.	14a. "	14a. "
15. Emphasize safety as well as level-of-service on local and collector streets.	15. Require traffic discussion in EIRs to discuss safety impacts and mitigation. (Also see programs under Policies 13 and 14)	15. Planning Director	15. As EIRs are prepared
16. Upgrade any narrow or otherwise substandard streets to meet current City standards whenever possible. (Duplicate of Safety/Seismic Element Policy #20.) Where existing trees may need to be removed to allow for widening, review reasons for widening. If not absolutely necessary for safety reasons, abandon widening project. If needed, design widening to accommodate trees if possible.	16. Require new development on substandard streets to establish a funding mechanism for upgrading. 16a Provide technical assistance to any neighborhood groups wishing to form assessment districts.	16. City Council 16a City Manager	16. When possible 16a On request
<u>Parking</u>			
17. Ensure that adequate on- and off-site parking is provided in all new development.	17. Revise Zoning Ordinance as necessary: <ul style="list-style-type: none"> - Review for adequacy of single-family front yard setback for adequate driveway length - Increase parking requirements for residential and commercial - Increase commercial parking lot landscaping requirements - Require coordination of commercial parking lots and accesses - Provide special standards for downtown commercial (CBD) and historic commercial areas 	17. Planning Director/ Planning Commission City Council	17. During revision of Zoning Ordinance

<u>Subject/Policies</u>	<u>Implementation Programs</u>	<u>Responsibility/Funding</u>	<u>Proposed Timing</u>
	- Accesses to commercial and industrial entities should be no closer than 500 feet from freeway interchanges		
18. Ensure that parking standards do not detract from the aesthetics of the downtown commercial areas or inhibit businesses from locating in these areas.	18. Develop adequate City parking lots.	18. City Manager/ Explore possibility of parking mitigation fee when parking cannot be provided on-site or use of Redevelopment funds	18. Ongoing
<u>Mass Transit</u>			
19. Support rapid transit serving Galt with priority to transportation for low income elderly and handicapped persons. (Refinement of 1984 policy) Use external sources of funding whenever possible (1984 policy).	19. Continue to pass through County transit funds to the Galt Concilio for Galt Transit.	19. City Council (a-b)	19. Yearly as funds are provided (a-b)
	19a Require major projects that could be served by transit to include bus turnouts and shelters to be located consistent with planned bus routes.	19a Planning Director/Planning Commission/City Council	19a As projects are proposed
	19b Require park and ride facilities as shown on the Circulation Map to be provided as development occurs in adjacent areas.	19b "	19b "
	19c Ensure that land remains available in the long-term for a train station and transfer facility (multi-modal) along the SP line in Galt.	19c City Council	19c Adoption of General Plan
	19d Support any proposals for State subsidies to Amtrak for a Highway 99 corridor passenger train similar to the subsidized San Joaquin line between Bakersfield and Oakland.	19d City Manager should make Council aware of any proposals in this area so that action can be taken. (d-e)	19d As events occur
	19e As Light Rail planning of the future Elk Grove Extension occurs, encourage the studies to look at the feasibility of extension of Galt or a scheduled RT Metro bus connection from Galt.	19e " "	19e As studies are announced
	19f Provide input to the next Regional Transportation Plan update including a request for extension of Sacramento Regional Transit to Galt.	19f Planning Director should make Council aware of any proposals in this area so that action can be taken.	19f As studies are announced

Subject/Policies	Implementation Programs	Responsibility/Funding	Proposed Timing
	19g Establish transit buy-in fund to pay for future transit studies and facilities/ vehicles.	19g City Council via overall trip generation mitigation fee to be adopted.	19g Within two years of General Plan adoption
	19h <u>Measure:</u> Continue to provide space and post information (e.g., bulletin board) in City Hall or other public areas on transit, ridesharing, and non-motorized transportation.	19h Public Works Department	19h Ongoing
	19i Designate bus stops at the B Street Clinic, Grange Hall, and Fairsite School.	19i Public Works Department	19i Within one year of General Plan adoption
	19j Assist TRACS in establishing fixed bus routes.	19j Public Works Department	19j As requested
<u>Bike/Pedestrian Routes</u>			
20. Establish a safe interconnected bicycle and pedestrian system throughout Galt (Reformat of 1984 policies).	20. Retrofit existing neighborhoods with sidewalks on at least one side of street (1984 policy)	20. City Council yearly Capital Improvements Program	20. Yearly projects
	20a In all new developments, require developments of sidewalks, curbs and gutter (1984 policy). (Implements SACOG Air Quality Plan policy adopted by City.)	20a City Council/P.C./Planning Department review of new subdivisions.	20a As projects are submitted
	20b Also in all new developments require 'short-cut' bike/pedestrian paths which will provide the shortest routes to schools and parks.	20b City Council/P.C./Planning Department review of subdivisions	20b As projects are submitted
	20c Bicycle routes are to be established in the north-south and east-west directions through town which will allow bicyclists to safely traverse the City. (1984 policy) Routes are shown on the Circulation Map.	20c City Council yearly Capital Improvement Program and review of new developments for consistency with Circulation Map. (b-e)	20c Yearly City projects and as projects are submitted (b-e)
	20d Provide sidewalks along walk-to-school routes or all weather walkways separate from the motor vehicle traffic lanes. (1984 policy)	20d " "	20d " "
	20e Where school bus stops are used, provide all weather stop areas outside of the vehicular traffic lanes. (1984 policy) Require new developments to provide all weather stop areas.	20e " "	20e " "
	20f Provide marked bicycle lanes where bicycle routes are adopted along streets. (1984 policy)	20f " "	20f " "
	20g Require all new residential developments of 200 units or more to establish bike paths or lanes to link into main City bike routes. (Implements SACOG Air Quality Plan policy adopted by City.)	20g Review of new development proposals for consistency with this program	20g " "

<u>Subject/Policies</u>	<u>Implementation Programs</u>	<u>Responsibility/Funding</u>	<u>Proposed Timing</u>
	20h Identify annually in the City budget the implementation of the bike path system set forth in the General Plan, based on availability of funding. (Duplicate of City adopted SACOG Air Quality Plan policy.) Apply to County for Transportation Development Funds as needed.	20h Public Works Department and Parks & Recreation Dept.	20h Adoption of related policy in Circulation Element. Yearly budget item.
	20i Provide bike racks and/or facilities at selected public areas such as City parks. (Implements SACOG Air Quality Plan Policy adopted by City.)	20i Parks and Recreation Department Funding: Parks & Recreation budget	20i Yearly budget item
	20k Provide adequate safety and security protection where off street walkways and trails are adopted (1984 policy) which include such features as bike lane separation curbs, visibility of "short-cut" pathways, etc.	20k City Council yearly Capital Improvement Program and review of new developments for consistency with Circulation Map and policies.	20k Yearly City projects and as projects are submitted
21. Encourage a continuous trail system along Dry Creek and Deadman Gulch eventually leading to the Cosumnes River Preserve. (Conservation-Open Space Policy #32)	21. Designate areas along these drainages requiring developers to construct trails and/or dedicate easements or land to City for trail development. These requirements will not be considered to satisfy parkland dedication requests but will supplement open space and cultural opportunities.	21. City Planning Department and Council Funding: Zoning Ordinance Update	21. At the end of the interim zoning
<u>Aviation</u>			
22. Support improvements of Franklin Field in order to provide Galt area business and industries with a convenient location for corporate planes.	22. Request the SACOG Airport Land Use Commission to improve Franklin Field with 24-hour, all weather navigation and seek to contract an operator to provide services and hangars which will increase use fee revenue.	22. City Council	22. Letter to SACOG upon adoption of General Plan
<u>Circulation Element Update</u>			
23. The City shall continue to ensure consistency of the Circulation Element with the Land Use Element.	23. This Element should be reviewed for possible update yearly as a result of the annual fee schedule monitoring, when any changes to the Land Use Map are made including extension of the Directed Urban Development line, and when the City nears the population 23,500 planned for.	23. Public Works Department City Council	23. Yearly February 1, during General Plan progress report and ongoing

Functional Classifica- tions/ Circulation

Map

The Circulation Map delineates the major road improvements which will be needed to support development under the General Plan based on the Omni-Means study. It also delineates other circulation needs and existing features including rail lines and major bike routes which were described earlier in this Element.

The basic function of main roadways are also shown on the map. Development of these and other new roads should adhere to these functional criteria:

Local Street. A street providing direct access to properties and designed to discourage through traffic - 2 lanes.

In Galt, Sacramento County road standards should be used (i.e., 50-foot street) unless lesser standards are needed to reduce specific impacts or to assist in providing affordable housing. New local streets should include curb, sidewalk, and street tree plantings.

MAXIMUM AVERAGE DAILY TRAFFIC: Less than 4000 ADT

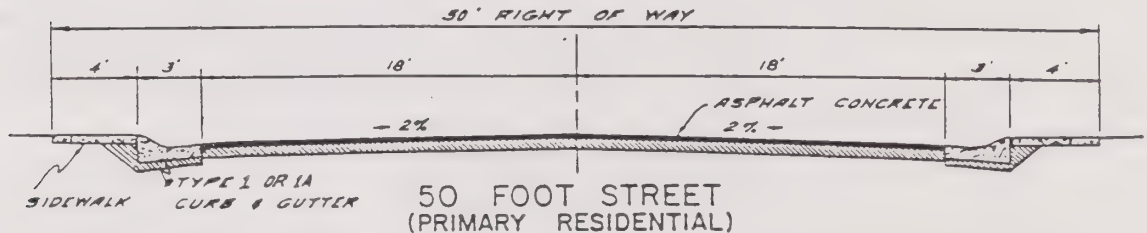
DESIGN: Sidewalks, street trees

RESIDENTIAL FRONT YARD SETBACKS: Min. 25 feet

DESIGN SPEED: 30

NOISE ATTENUATION: Adherence to ADT goals

RIGHT OF WAY: 50 feet



SOURCE: Sacramento Co Road Standards

Collector. A street for traffic moving between arterial and residential streets, generally providing direct access to properties.

These streets are often residential and as a result, increased noise exposure to residents will result through generally not requiring noise walls. However, front yard setbacks should be greater than on local streets 2 lanes.

MAXIMUM AVERAGE DAILY TRAFFIC: 12,000 ADT

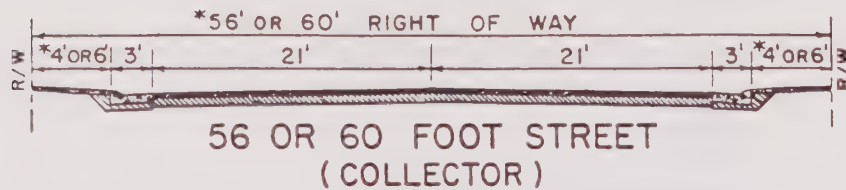
DESIGN: Sidewalks, street trees

RESIDENTIAL FRONT YARD SETBACKS: Minimum 35 feet

RIGHT OF WAY: 56 to 60 feet

DESIGN SPEED: 35 mph

NOISE ATTENUATION: Minimum 35 feet needed; residential setback and adherence to speed limit.



SOURCE: Sacramento County Road Standards

Arterial. A major street carrying the traffic of local and collector streets to and from freeways and other major streets, with controlled intersections and generally providing direct access to nonresidential properties. Arterials in Galt include: Lincoln Way and "C" Street.

These roads should generally not be fronted by residential development without special design such as the use of noise walls or generous front yard setbacks. Because of increased traffic levels, access from fronting businesses should be coordinated as much as possible. Parking lots should be coordinated as much as possible. Parking lots should be linked to allow for coordinated access.

MINIMUM AVERAGE DAILY TRAFFIC: 24,000 ADT 2 to 4 Lanes

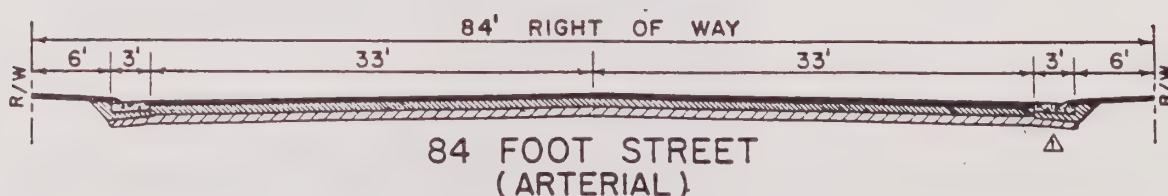
DESIGN: Parallel landscaping required for commercial and residential uses at least 10 feet in width. Noise walls should be buffered by landscaping.

DESIGN SPEED: 45 mpg

RESIDENTIAL FRONT YARD SETBACKS: Minimum 75-feet without special design or noise walls.

NOISE ATTENUATION: Adherence to minimum residential yard setback and speed limits.

RIGHT OF WAY: 84



SOURCE: Sacramento County Road Standards

Freeway . A highway serving high-speed traffic with no crossing interrupting the flow of traffic. Abutting owners have no right or limited right to access. Highway 99 is Galt's only freeway.

Noise and views from Highway 99 are both concerns listed in other Elements of this General Plan. The Visual Resources policies of the Conservation-Open Space Element call for special entry treatment landscaping at interchanges and landscape buffering of noise walls.

Scenic Road . These are scenic roads in Galt which require special design and protection of natural features. They are:

Twin Cities Road - This is listed as a County Scenic Highway. The Conservation-Open Space Element of this General Plan calls for control of signage via the zoning ordinance.

H Street - Between 4th and Joy.

Joy Street - South of H Street.

A Street - Vicinity of Harvey Road.

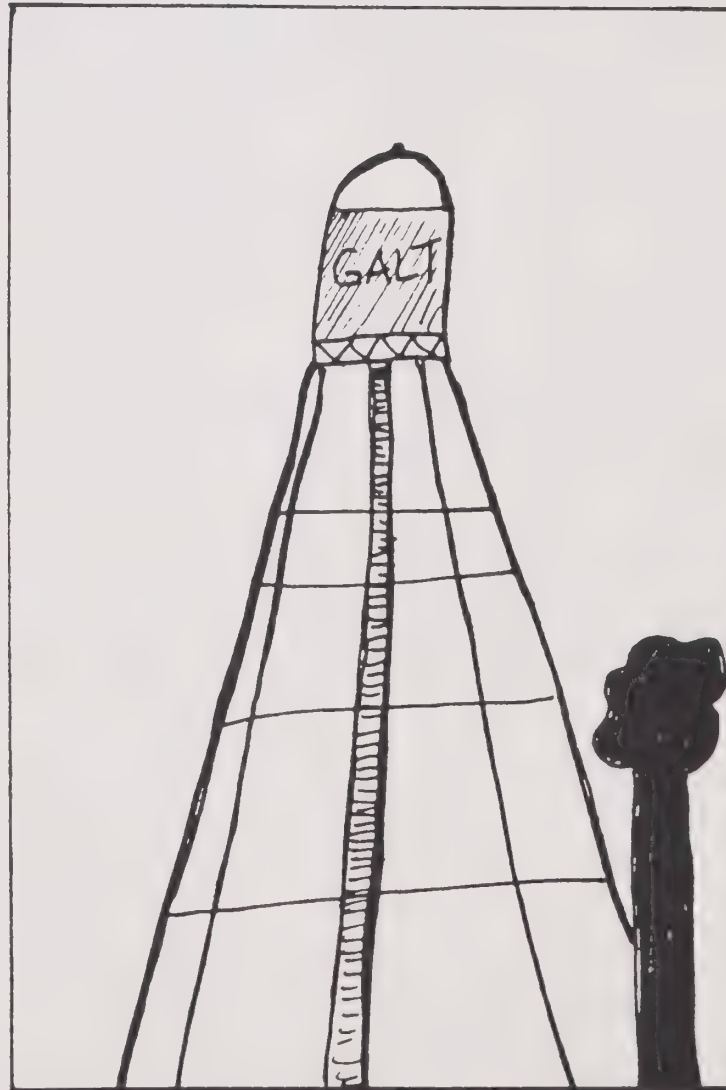
2nd Street - Between C and E Streets.

Kost Road - Along Dry Creek.

Boessow Road - Along Dry Creek.

Sargent Avenue - Between New Hope and Kost.

GALT THE



GREAT WATER TOWER

Fernando Duñez, Valley Oaks School

PUBLIC FACILITIES/SERVICES ELEMENT

PUBLIC FACILITIES/ FISCAL ELEMENT

INTRODUCTION

A Public Facilities Element is not explicitly required by State planning law. However, the City understands that adequate public facilities are essential for future growth and economic development. This Element provides an update to the 1984 General Plan chapter on public services and facilities. The types of public facilities discussed include:

- Water Supply
- Sewage Disposal
- Storm Drainage
- Police Protection
- Fire Protection
- Schools
- Solid Waste
- Public and Semi-Public Buildings

Recreational facilities are discussed in the Conservation, and Open Space Element.

Introduction

At present the City collects a combination of building inspection and utility connection fees when a new building is constructed. To illustrate current City fees, a new single family house with three bedrooms and two baths occupying 1,400 square feet of floor area and a 450 square foot garage would pay the following fees:

<u>Fee Type</u>	<u>Intended Fees</u>	<u>% of Total Fees</u>
Building Permit	\$ 416	23%
Plan Check	361	
Plumbing, Elec., Mech., etc.	430	
Water Connection Fee	\$ 750	37%
Sewer Connection Fee	1,200	
School Impact Fee	\$2,144	40%
Totals	\$5,301	100%

SOURCE: Cone Report, 12/88.

A comparative survey of 21 cities and 12 counties for a single family house with the same characteristics described above, found that seven cities had higher combined fees than Galt. The city with the highest fees, Roseville,

totaled \$10,200. In addition to the fees that Galt charges, Roseville charges a sewer improvement fee (\$700), construction tax (\$490), park fee (\$430), and a traffic mitigation fee (\$980). In addition, Roseville connection fees total \$4,090, more than twice what Galt charges. The other cities which had higher "new development fees" included Chico, Manteca, Placerville, Redding, and Rocklin.

It was recognized during the preparation of the General Plan that current fees may not be adequate to fund the cost of future public facilities needed to service growth projected by the General Plan. As a result, a fee study was prepared by economist John Cone. The study identified public facilities and services which will be needed to serve the General Plan projected population of 23,500 by the year 2005 and estimated their cost. In the case of sewer, water, streets, storm drainage, and fire stations - needed facilities were determined for a much larger population as well as the year 2005 projection. Only the year 2005 needs are discussed in this Element since that is the planning period used throughout the General Plan. The discussion of needs for a larger population extending beyond the proposed urban area can be found in the Cone report which forms a system to update the General Plan after the year 2005 or before then if conditions change.

Each of the City's major services (streets, water, sewers...) were analyzed separately in the study. Costs were allocated by area of the City and by land use type and the feasibility of collecting these funds was discussed. Funding recommendations were also made which are summarized in the Funding Strategy section of this Element. Major facilities identified were placed on the Land Use Map.

In all, a total of 150 projects (excluding schools) totalling \$134 million were identified to meet public facility needs at full buildout of the General Plan Land Use Map which is not expected to occur by the year 2005. It is projected that \$83 million in capital improvements will be needed to provide the facilities and services for the City's residents when the City's population reaches 23,500 projected in the year 2005.

GOAL

It shall be the goal of the City to maintain an adequate and affordable system of public services and facilities which meets the needs of existing and future development. Further, it is the goal of the City to ensure that new development must pay its fair share of expansion of existing public facilities and for new public facilities needed to serve it.

IMPORTANCE

Health and safety are the most basic benefits of an adequate system of services and facilities. An additional benefit is that an adequate system enables future growth to occur along with all of its various land uses and activities.

RELEVANT LAWS AND POLICY

A large number of laws govern the technical aspects of providing the various public facilities. Rather than attempting to summarize these laws, the following code section is provided to show how State law addresses the treatment of public facilities in general plans. (They are envisioned, but not required, to be part of the Circulation Element).

Government Code Section 65302(b) : [The general plan shall include] a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan.

Government Code Section 65303 : The general plan may. . . address any other subjects which, in the judgment of the legislative body, relate to the physical development of the county or city.

(SOURCE: State General Plan Guidelines.)

AVAILABLE INFORMATION

City of Galt General
Plan, 1984

Contains narrative description of existing public facilities and future needs as well as maps showing the water and sewer line improvements made between the years 1975 and 1982.

Northeast Area Specific Plan
and EIR, 1987. City of Galt

Area of coverage: 1200 acres
east of Highway 99, south of
Twin Cities Road, and west of
Marengo Road.

Type of coverage: A description
of the basic sewer, water, and
drainage facilities required, as
well as needed parks and
schools and fire protection
facilities.

Northeast Area Assessment District
Study, 1988. The Spink Corporation for
the City of Galt

Refines cost and phasing of
public facilities required in the
Northeast Area.

Capital Improvements Requirements:
1988-2005 and Strategic Financial Plan,
1988. John Cone for the City of Galt.

Defines need for and cost of
public facilities to provide for land
uses and population projected in
this general plan.

EXISTING CONDITIONS

Public Water Supply

The City of Galt traditionally has used ground water to supply domestic water to its residents. The City's existing system includes seven wells each pumping approximately 1000 gallons per minute (gpm) to fill an elevated storage tank which has a storage capacity of about 70,000 gallons. The system can support approximately 450 housing units per well or 3150 housing units (approx. 10,000 population). Present pumping yield is 2.2 million gallons/day (mgd). The water mains which convey this water throughout the City are shown on the Water System Map in the Potential Conditions section. There are currently few connections to areas east of Highway 99 and no City wells east of Highway and South of the railroad tracks. There is a new City well in the Northeast Area. The distribution system consists of two parts. The "early" distribution system consists of 4- and 6-inch lines located in the central part of the City. The "recent" distribution system consists of 6-, 8- and 10-inch lines located in the western, northern and south central portions of the City. The construction, operation and maintenance of the system is conducted by the Public Works Department.

As described in more detail in the Conservation, Open Space, and Scenic

Highways Element, the quality of ground water in the planning area is generally good, with the exception of the high manganese and iron levels which have been found in Northeast area wells. A treatment system, centrally located or on individual wells, may eventually be needed to solve the problem. In the interim, careful design, installation, and monitoring of wells is recommended (Luhdorff and Scalomini, 1988).

Regionally, ground water levels have been declining with a drop of approximately one foot per year in the planning area. One study commissioned by the City has recommended that a source of surface water be found (Psomas and Associates, 1986). The City has participated recently in negotiations between the County and the U.S. Bureau of Reclamation to obtain surface water from Folsom Lake. The City has requested 10,000 acre-feet per year which would be conveyed via the proposed Folsom South Canal to meet future needs. At current use rates, this quantity of water would support a total population of 16,000. The projected Year 2005 population in Galt is 23,500. Thus, approximately 7,500 residents will need to be served by groundwater even after Folsom Lake water arrives.

Sewage Treatment

The City of Galt provides secondary sewage treatment by means of an extended aeration process at its treatment plant located north of Twin Cities Road and west of the railroad. Treated water irrigates 150 acres of pasture land. The existing plant has a capacity of 845,000 gpd and is currently operating at approximately 75% of capacity (640,000 gpd). The plant is designed to be expanded to a capacity of 1.6 to 1.8 mgd. This will serve a population of approximately 8800 in 3000 housing units at existing sewage generation rates. A possible constraint to future expansions may be the amount of land available for overland irrigation disposal. The City currently owns 300 acres for this purpose.

The City's sewage collection lines consist of a series of 5 to 16-inch lines and a total of seven lift stations which raise sewage from one gravity line to another. The collection system is divided into two areas, each of which is tributary to a large pumping station. One is located at A Street and McFarland Street and the other on McFarland Street between A Street and Elm Avenue. Effluent from these pumping stations travels through a 14-inch force main to another lift station located on McFarland Street at Live Oak Avenue. From there it is transported through a 16-inch force main to the new waste water treatment plant located on the western side of the Southern Pacific Railroad, north of Twin Cities Road.

Storm Drainage

The City is traversed east to west by two stream systems - Dry Creek and Deadman's Gulch - both of which flow from east to west. Dry Creek forms the City's southern boundary, and is also the boundary between Sacramento and San Joaquin counties. Dry Creek flows year around. The

Dry Creek channel and floodplain are in a primarily natural condition with few obstacles to channel flows and little encroachment of urban uses into flood zones. Dry Creek flows into the Mokelumne River channel west of the City. In turn the Mokelumne flows into the Delta Area.

Deadman's Gulch has a number of shallow channels traversing the northern portions of the City. East of the Highway 99, the channels have been modified by agriculture and water distribution channels. A southern branch of Deadman Gulch is known locally as Hen Creek. The Deadman's Gulch stream system is subject to intermittent flows. Parts of the channel have been restricted by road and railroad crossings with consequent upstream flooding during the more severe storms. The potential flooding areas are steadily being encroached upon by urban development. The waters in the Deadman's Gulch stream system flow westward into the Cosumnes River which joins the Mokelumne River about five miles west of the City.

The extreme northern part of the City's potential urban area lies in the watershed of Laguna Creek. The creek's main channel is located about a mile north of Twin Cities Road. Laguna Creek also flows into the Cosumnes River.

The 1985 LAFCO Sphere of Influence Study discusses Galt's existing drainage system:

"Drainage facilities within the City of Galt consist of curbs and gutters to collect storm waters and direct them into catch basins where the water enters a system of underground piping. A series of drain piping and open ditches then carries storm water from town to three watersheds: Dry Creek, Hen Creek and Deadman Gulch ... localized flooding has historically been a problem for the City of Galt. Improvements to the drainage facilities have alleviated some of the flooding, but continued improvements to the existing system to provide for removal of standing water are needed. . .

The City's "storm drainage system is overtaxed and cannot effectively handle the rainfall runoff of many storms which can be expected with a ten year period. Increases in the size of the outfall lines and pen channels must be made as new areas are developed. The general location of the outfall lines is dictated by the land contours and available disposal locations and must follow natural drainage channels . . . New developments must share in the cost of improving existing facilities to handle the increased capacity that the development needs." (pp 15 and 27)

The City's major drainage channels and trunk lines are shown on the Storm Drainage Map in the Potential Conditions section. The City's recently built subdivisions have adequate drainage facilities, however some of the City's older subdivisions do not.

A preliminary estimate suggests that the City currently has about 286 acres of impervious surface area - roofs, streets, sidewalks, parking areas and patios.

The construction, operation and maintenance of the system is conducted by the Public Works Department.

Fire Protection

Fire protection and ambulance service is provided by the Galt Fire Protection District. The District has a fire protection service area of 59 square miles and an ambulance service area of 200 square miles. The District's staff includes a Fire Chief, two assistant chiefs, 12 full time regular positions, and 32 volunteers. The twelve full time employees include four fire fighter/EMTs (basic first aid capability), and 3 fire fighter/EMT2s (ambulance capabilities). Some of the five administrative personnel also assist in fire fighting. There are two fire stations: on 5th Street, east of the railroad; and on Guild Street, west of the railroad.

The Department's 289 annual fire calls average 1 every 30 hours. The District's 1,014 ambulance calls average 1 every eight-and-one-half hours. Using these figures in combination with the District's budget of \$684,000 in 1986/87 suggests that the average fire call "costs" \$1,850 and the average ambulance call "costs" \$146. The City currently accounts for 56% of the fire calls and 62% of the ambulance calls. The Department's budget has increased as following during the last five years:

1982/83	\$285,000
1983/84	386,000
1984/85	403,000
1985/86	509,000
1986/87	684,000

SOURCE: County Auditor as reported 2/27/88 in Cone Report.

Schools

Parts or all of three school districts are contained within the planning area: the San Joaquin-Delta Community College District, the Galt Joint Union High School District, and the Galt Joint Union School District. The boundaries of the community college and high school districts extend over an area larger than the planning area. The San Joaquin-Delta Community College is located about 20 miles away in Stockton. A closer campus is the Cosumnes River College of the Los Rios Community College School District about 15 miles to the northwest.

The Galt Joint Union High School District includes the Galt Joint Union High School and the Estrellita Continuation High School. The enrollment and capacity figures shown in the following chart are for both schools. The Galt Joint Union School District includes: the Galt Middle School, Fair Site Elementary, and Valley Oaks Elementary at the western end of C Street. There has been discussion, even in the context of the 1984 General Plan, of

the need to relocate the Galt Middle School because of its location on arterial streets. The enrollments and capacities of Galt's schools are shown in the following chart.

1986 SCHOOL ENROLLMENT AND CAPACITY					
1986	Over				
<u>School</u>		<u>Enrollment</u>	<u>Capacity</u>	<u>Capacity</u>	<u>Expansion Potential</u>
Galt High School		1060 (approx)	1110 (approx)	-50 (approx)	None - Using numerous portables
Galt Middle (7-8)		313	504	-191	
Fair Site Elementary		472 (includes pre-schl)	442	+30	None -- Using 2 trailers and four portables
Valley Oaks Elementary		763 (includes Spec Ed)	720	+43	None -- Currently using 12 portables

In addition to the grade levels typical of elementary schools, the elementary school district operates a State funded preschool program for children 3-1/2 to 5 years of age. The preschool is operated for 3-1/2 hours per day and has a maximum enrollment of 45 students.

The City is not directly involved in their organization or operation of any of the school districts. The City is directly involved in the selection of sites for local schools (sometimes in conjunction with developer's proposals which are being presented to the City), and in assisting the districts by collecting school mitigation fees which have been authorized by the State. At present, there is no enabling legislation which would permit the City to assist the districts in funding new school construction.

Solid Waste

Solid waste collection in the vicinity is provided by Independent Disposal Service (IDS), a private firm located in Elk Grove. IDS serves the Plan area with one route (one truck and one person). Disposal is at the Sacramento County landfill located at Grant Line and Kiefer. The landfill currently receives about 560,000 tons of domestic refuse per year; at this rate, the landfill has approximately 50-60 years of additional life (Maxfield, 1987). Hazardous wastes are not accepted at the County landfill, and must be taken to a Class I or Class II facility.

A typical home in Sacramento County discards 53 pounds of refuse each week (Maxfield, 1987). This amounts to about 3 pounds per capita per day. It is estimated that the City's current residents, and the City's commercial and industrial businesses, generate about 13 tons of solid wastes per day, or 4,800 tons per year.

The City receives payments from the Independent Disposal Service for the franchise to collect solid wastes in the City.

**General
Government**

"General Government" refers to those activities of the City which have to do with the management and maintenance of its facilities and services and the management of the community and the development of its facilities. Specifically, it includes the following:

- The City Council
- The City Attorney
- Management (including the Manager, City Clerk, Finances and Personnel)
- Planning Department and Building Inspection
- The City Engineer and the Public Works Department

The City's current administrative staff totals 50 people. They are located in the following departments and groups:

1) Administration & Finance	12
2) Police	20
3) Public Works	12
4) Planning Dept. & Building Insp.	4
5) Parks & Recreation	2

The City Hall has 16,000 square feet and houses the Police Department and the Library (County operated) and the Council Chambers in addition to the City's administrative groups. It is assumed that the City staff currently uses about 10,000 square feet of the City Hall - an average of 5 employees for each 1,000 square feet.

The Community Center, a separate building adjacent to the City Hall provides 7,500 square feet.

As noted in the previous sections, the Public Works Department manages the design, construction, operation, and maintenance of the City's street, water, sanitary sewer, storm drainage, solid waste collection and street lighting systems. It performs similar functions for selected City facilities including public buildings, parks, and landscaped areas. It also operates the City's corporation yard.

During the 1981/82 to 1986/87 period, the City has generated \$228,000 in capital improvement funds for the Council, Management, Public Works, City Planning, and Building Inspection functions. This amounts to an average of \$38,100 per year for these functions (or about \$17 per housing unit per year).

**Other
Governmental
Services**

A number of other services directly affecting the City's residents are provided by the County government itself, by special districts established by the County, or by utilities. They are described in the following section.

The South County Transit System is currently being operated by the Galt Community Concilio, a private non-profit organization. The service being provided is a demand-response system and is open to the general public. Currently a total of 5 vehicles are being used to provide service throughout the South county. One vehicle provides local service in Galt. One vehicle provides service between Galt and downtown Sacramento. Two vehicles provide similar service in the Delta. The fifth vehicle is a backup vehicle. The operation is funded by the County and UMTA with planning provided by the Sacramento Area Council of Governments. A recently prepared plan (July 1988) anticipates the purchase of 5 vehicles in the 1987/88 to 1992/93 period at an average cost of \$44,000 (TRACS, p. 26).

The library is located in City Hall. It occupies about 3,000 square feet and is funded by the County from property tax revenues.

The animal control service is operated by the County. It is also funded by the County from property tax revenues.

The Sacramento-Yolo Mosquito Abatement District has divided the two counties into 40 service areas with one person assigned to each district. During the mosquito season, a 3-week cycle is followed in spraying for mosquito control.

The Galt-Arno Cemetery District operates and maintains a 15 acre cemetery in the southern portion of the City.

The Sloughhouse Resource District provides soil conservation support to rural residents. It is not active in the City's urbanized area.

**Police
Protection**

The Galt Police Department currently includes: sixteen full time officers (including the Chief, a detective, and a juvenile officer); five dispatchers/clerks, one records supervisor, two community service officers, and reserve officers; six marked patrol cars (including a canine patrol car); and two unmarked patrol cars. Communications is provided with regional law enforcement agencies via a radio system. The department is a Public Safety Answering Point (PSAP) for the enhanced "911" emergency system.

Current service equals 1.75 officers/1000 population (the Sacramento County average is 1.4 officers/1000 population).

POTENTIAL CONDITIONS / FUTURE NEEDS

Public Water Supply

Needs. The amount of water needed by the end of the time period envisioned by the Plan (2005) will depend on the population level which is realized. Water needs for three population levels are shown in the following chart.

POPULATION LEVELS	
<u>Population Projection</u>	<u>Water Needs (million gallons/day)</u>
15,250	3.0
19,100	5.7
23,500*	7.0

* Year 2005 Plan projection.

A population of 23,500 is envisioned by this Plan as the most likely projection.

The City's anticipated growth to a population of 23,500 during the General Plan period in 8,200 housing units implies an increase in demand between 1987 and 2005 of about 5,400 housing units with a projected demand of about 7 mgd and a total of 12 wells.

The City Public Works Department is planning to develop additional wells throughout the City in order to provide water to new developments. However, the Galt area is experiencing a severe decline in groundwater levels and it has been estimated that the current water system will not be adequate to serve the projected population growth. Therefore, the Department is evaluating alternative sources including a well field and treatment plant to the northeast of the City, the Folsom South Canal, the Cosumnes River, and a joint program with the Galt Area farmers in which the City would continue pumping while the irrigation water would come from surface sources, among others. The City has requested 10,000 acre feet of water per year from the Bureau of Reclamation and has joined with the County of Sacramento in negotiations with the Bureau for some of the "surplus" waters in the Sacramento and American Rivers. However, these negotiations are complex and may take five to ten years or more to complete.

For the next five to ten years, the City will be dependent upon wells. As a result, this General Plan designates twelve potential locations for new wells, which presumably could supply the City until 2005. These projects are shown on the General Plan Land Use Map. An alternative to the scattered

wells would be to construct a well field and treatment facility north of Twin Cities Road. A 20-acre site for this alternative is also shown on the Land Use Map since it may become necessary.

Continued groundwater pumping will have an impact on groundwater levels. This is a critical issue which will face the City over the next decade. In addition, the 10,000 acre feet allotment being requested of the Bureau of Reclamation will not completely serve a population of 23,500 - groundwater pumping at existing levels will still be required.

Two storage tanks, one million gallons in size each will also be needed. A trunk line system of 18-inch lines is proposed to connect the different wells and to create a citywide grid system connecting the smaller local distribution systems built for individual subdivisions. This approach assumes that all local distribution lines will be built by the subdividers and developers.

In addition to the proposed facilities the Public Works Department has identified a number of pieces of equipment (a skid motor, a dumptruck, etc.) and training programs that are needed for its employees to maintain and operate their facilities.

Estimated Costs / Proposed Funding. Buildout to the year 2005 (population projection 23,500) is expected to need \$9.3 million in water supply improvements (Cone, 1988).

It is assumed that the funding for the major treatment plant and other departmental projects which will have citywide benefits will be paid for out of the City's normal budgeting for capital improvements. The Cone report suggests that the City's general fund can be expected to support the Public Work's Departments operations at the levels that it has had in the past as well as funding an estimated \$2.7 million in capital improvements. Thus, approximately \$6.5 million in additional funds will need to be generated. It is expected that the primary source of funding for the needed water supply projects will be Mello-Roos and other assessment type districts by individual developments. This type of funding can be used for the proposed new wells, package treatment plants storage tanks, and trunk lines.

The following table summarizes the proposed capital funding program for the water system projects needed during the General Plan period.

RECOMMENDED FUNDING SOURCES FOR PROPOSED WATER PROJECTS
(1988 Dollars)

Funding Source	Year 2005 Projected Population of 23,500 (%)	
City Budgets (User Fees)	\$2,740,000	(29.5%)
Bond Issues	\$6,527,375	(70.5%)
Grants	-0-	
New Develop. Fees	-0-	
Other Sources:	-0-	
	\$9,267,375	(100%)

**Sewage
Treatment**

The amount of sewage treatment capacity needed by the end of the General Plan term (2005) will depend on the rate of population growth. Sewage generation estimates are provided below for three population projections. The water needs of the Northeast Area alone are projected to be 1.7 mgd.

<u>Population Projection</u>	<u>Sewage Generation (million gallons/day)</u>
15,250	2.07
19,100	2.60
23,500*	3.20

(Based on current City sewage generation rates of Residential - 260 gpd,
Industrial & Commercial - 3800 gpd/acre.)

* Year 2005 General Plan projection.

Needs. The City's anticipated growth to a population of 23,500 in 8,200 housing units implies an increase in demand between 1987 and 2005 of about 5,400 housing units with a projected demand of about 3.2 million gallons per day (mgd).

The Public Works Department has identified four pump stations which need to be upgraded at costs of \$50,000 to \$100,000 each, and two existing pump lines which need to be replaced. In order to service the potential urban area, the City Engineer has identified a number of mains and pump stations which will need to be built when there is a demand. Pump stations to serve the year 2005 urban area are shown on the Land Use Map. The City Engineer also anticipates that the Sewage Treatment Plant will need to be expanded

in 1991 from its present capacity of .84 mgd to a minimum capacity of 1.7 mgd. The City owns enough land to provide for spray disposal of up to 2.0 mgd. After that capacity is reached, additional land will need to be purchased or leased and is available in the vicinity.

In addition to the proposed facilities the Public Works Department has identified a number of pieces of equipment (a sewer hydro cleaner, TV inspection equipment, etc.) and training programs that are needed for its employees to maintain and operate their facilities.

Costs / Funding. The proposed sewer projects needed to serve the year 2005 projected population are estimated to cost about \$8.2 million.

It is assumed that the funding for the major treatment plant expansions and other departmental projects which will have Citywide benefits will be paid for out of the City's normal budgeting for Capital Improvements. The Cone report suggests that the City's general fund can be expected to support the Public Works Department's operations at the levels that it has had in the past as well as funding an estimated \$3.8 million in capital improvements. However, this is not sufficient to fund all of the treatment plant expansions. The remainder could be funded by bond issues. It is expected that the primary source of funding for the needed sewer projects will be by Mello-Roos and other assessment type districts. This type of funding can be used for the proposed pump stations, treatment plants and trunk lines. (See further discussion of funding mechanisms on page I-25.)

The following table summarizes a possible capital funding program for the sewer system projects:

POSSIBLE FUNDING SOURCES FOR PROPOSED SEWER PROJECTS
(in 1988 \$)

Recommended Source	Yr 2005 Projected Population of 23,500 (%)	
City Budgets (Franchise Pymts)	\$3,800,000	(46.3%)
Bond Issues	\$4,400,000	(53.6%)
Grants	-0-	
New Develop. Fees	-0-	
Other Sources:	-0-	
	\$8,200,000	(100%)

Storm Drainage

Needs. The City's anticipated growth to a population of 23,500 in 8,200 housing units implies an increase in the City's developed area by 3 to 4 times. Preliminary estimates indicate that the amount of impervious surface area will increase from its present 286 acres to 1,030 acres - an increase of 2.6 times over the present amount. The full development of the City's potential urban service area could increase the amount of impervious surfaces to over 2,200 acres - 7.7 times the current amount.

The City Engineer has identified a number of storm drainage trunklines and channels which need to be built or upgraded to serve the projected growth. Because of the limited capacity of the Deadman's Creek channel, the City Engineer has required that developers proposing development in the Northeast Area to provide a 25-acre retention basin which can temporarily hold the storm runoff from the surrounding area until it can be safely released. This facility is shown on the Land Use Map.

In addition to the proposed facilities the Public Works Department has identified a number of pieces of equipment (a backhoe, a dump truck, etc.) that are needed for its employees to maintain and operate their facilities.

Also related to drainage concerns, the General Plan Land Use Map shows the Dry Creek, Hen Creek, and Deadman Gulch 100-year floodplains in Open Space. As discussed in the Conservation and Open Space Element, there are a number of reasons why development in the floodplains is not appropriate. With no development of the floodplain, there will continue to be minimal drainage concerns. If, however, development were allowed, the burden of proof would have to be on the developer to show that flood risks can be minimized both on- and off-site. This would need to take the form of a cumulative drainage study and specific site and drainage designs mitigating flood hazard and other associated concerns.

Deadman Gulch in the Northeast Area is planned to be confined to a broad channel simulating natural conditions. The Northeast Area Specific Plan requires a channel of up to 240 feet in width, including two 30-foot parkways on either side, plus sufficient storm water retention to minimize impacts to bridge culverts under Highway 99. In addition, the Plan identifies the need for a 300 foot channel between the Highway and the old sewage ponds if development is to proceed in that area. Any developments proposing to increase the width of the existing 100-year floodplain as a result of increased flows should be required to construct an adequate channel using the natural floodway concept.

Costs / Funding. A total of \$2.8 million in facilities will be needed to serve the year 2005 projected population of 23,500.

In general, it is not anticipated that any funding can be provided by the City's "normal" budget during the 1988/89 to 2005/06 period since the funding available from this source has already been assigned to street improvements. (See Section 1 of the Cone report.) However, it is obvious that rebuilding of the Meladee to Flea Market trunk line benefitting existing residents should be funded out of the budget, and that the maintenance vehicles and equipment will need to be funded by new development. It is expected that a primary source of funding for the projects shown on the Storm Drainage System Projects table will be Mello-Roos and other assessment type districts. This type of funding can be used for the proposed channels, trunk lines, and retention basins.

The following table summarizes a possible capital funding program for storm drainage projects:

POSSIBLE FUNDING SOURCES FOR PROPOSED DRAINAGE PROJECTS

Funding Source	Yr 2005 Projected Needs \$2,792,000 (%)	
City Budgets (Franchise Pymts)	\$ 35,000	(.013%)
Bond Issues	\$2,757,000	(99.9%)
Grants	-0-	
New Develop. Fees	-0-	
Other Sources:	-0-	

**Police
Protection**

Needs. A number of alternative population projections were looked at during the preparation of the General Plan. The number of additional personnel needed to serve the three population projections are shown below.

Population	Additional Personnel Needs (based on Existing Staff to Resident Ratios)
15,250	26
19,100	33
23,500*	41

* Year 2005 General Plan projection.

A population of 23,500 by the year 2005 is considered, the most likely scenario. The City's anticipated growth to a year 2005 population of 23,500 in 8,200 housing units implies a need for 41 officers (using the present City ratio of 1.75 officers per 1,000 population), an increase of 27 over the present number.

It is anticipated that the projected 150% to 200% increase in the number of officers, patrol cars, and other equipment would require either the building of a new police and fire station or the remodeling of the present City Hall. The costs of a new or remodeled police station are included in the General Government section. It is also anticipated that the Communication Center will need to be re-equipped during the next eighteen years to take advantage of the high technology types of equipment being developed, and that the Police Department will need to acquire additional computers, modems, printers, FAX machines, printers and other equipment that will be developed in the next eighteen years to assist the police in carrying out their duties. The proposed equipment are estimated to cost \$1.5 million at 1988 prices as well as \$72,000 per year for various other items such as patrol cars and other vehicles.

Costs / Funding. The average costs for police protection facilities calculated in the Cone report follow:

Single-Family Housing	\$190/housing unit
Commercial and Industrial	5 cents and \$0.62/sq. ft.

These fees have been adopted by the City. Since the bulk of the anticipated capital costs are associated with the police station, and they are citywide in their benefit, the costs of the police services system should be allocated uniformly to all new development within the City (Cone, 1988).

It is expected that the primary source of funding for the proposed projects will be new development fees. Evaluating the capital expenditures program in the larger selected cities suggests the regular City budget procedures could provide about \$1.2 million for the Police Department during the next 18 years. It is anticipated that these funds will be needed for the "normal" vehicles, equipment and furnishings required by the Department in their normal operations. Therefore, the \$1.5 million needed for the identified projects will have to be provided by new construction unless the City is able to obtain grants to fund the proposed items.

The following table summarizes a possible capital funding program for the Police Department's projects needed for the projected year 2005 population of 23,500:

**POSSIBLE FUNDING SOURCES FOR
PROPOSED POLICE PROTECTION PROJECTS NEEDED FOR
PROJECTED POPULATION OF 23,500 (1988 \$)**

Recommended Source	Estimated Project Cost: \$1,500,000
City Budgets	\$ -0-
Bond Issues	-0-
Grants	-0-
Other Sources	-0-
New Development Fees	1,500,000 (100%)

**Fire
Protection**

Needs. A survey of Northern California communities in the Cone report found that most cities with populations of less than 7,000 do not have their own fire departments, while most cities with populations of 15,000 or more do operate their own departments. Recently the City has discussed taking over responsibilities of the Fire District and such a move is recommended in this General Plan to help fulfill this objective.

In order to serve the potential urban development area it is anticipated that a total of four stations will be needed. (The two existing stations will only be used during a transition period while the new Northeast station and a new Headquarters station are being constructed and eventually a third new station in the western part of the City.) When industrial development occurs in the northern part of the City, a fourth station oriented towards industrial and commercial uses is planned. This fourth site would also be a good location to provide the training facilities needed by the Department. The general location of the proposed facilities are shown on the map on the following page and on the General Plan Land Use Map.

Costs / Funding. It is expected that it will cost \$700,000 to \$1,000,000 per year to operate a new Fire Department in the City. Part of these operating funds will come from an increase in property taxes that the City would receive from the County which are now used to support the District (estimated at \$310,000 in 1987/88). Presumably, the County would also allocate the property taxes in the County which have been used to support the District (estimated at about \$250,000 in 1987/88). In addition, the District charges for selected services with revenues estimated at over \$120,000 in 1987/88 by the County Auditor (page 3 of his 2/18/88 report). It is expected that these revenues would continue assuming that agreement could be negotiated with the County for the City to provide fire protection, emergency, and ambulance services in the unincorporated area now served by the District.

\$2.35 million in capital improvements will be needed to serve the year 2005 projected population in addition to operating costs. A new headquarters

station and a new Northeast Area station are included in this cost. These stations are shown on the Land Use Map.

Evaluating the capital expenditures program in the larger selected cities suggests the regular City budget procedures could provide about \$1.0 million in equipment for the Fire Department during the next 18 years. It is anticipated that these funds will be needed for the vehicles, equipment and furnishings required by the Department in their normal operations. Therefore, the \$2.35 million needed for the identified projects will have to be provided by new development fees or other sources which have not been identified to date. The City has adopted a new development fee consistent with the Cone recommendations which will serve to provide fire protection facilities for the growth projected.

Schools

Needs. The City's anticipated growth to a year 2005 population indicates that the number of school children in the City can expect to increase from about 1,680 (the total number of students in the districts are higher since they serve the surrounding rural areas as well) to over 5,000 when the City has a population of 23,500. To serve this population would require an additional four elementary schools, one intermediate school, and one high school. These are shown on the Land Use Map. It is recognized that exact sites may differ when specific school district studies are undertaken.

Two elementary schools, one middle school, and one high school are required by the Northeast Area Specific Plan to serve development envisioned there. Developers in that area will be required to contribute the required school mitigation fee of \$1.56 per square foot for residential units.

Costs / Funding. The proposed elementary (4), intermediate (1) and high (1) schools are estimated to cost \$31.4 million at 1988 prices. Average cost per unit follow:

Single Family Housing	\$3,680/housing unit
Apartments/Multi-family	\$420/housing unit

It costs about \$9,000 per school child to provide the proposed school facilities. Historically, the City has not made any contributions to the funding of schools. Rather, the school districts collect a school mitigation fee of \$2,144 for the typical single family housing unit (or about \$1.56 per square foot) in accordance with State law which enables districts impacted by new growth to collect such fees from the residential development occurring within their district.

In the Cone report, it was assumed that the State Education Department will provide 45% of the funding for the projected schools, and that new development via the \$1.56/square foot mitigation fee will also contribute. Thus,

a shortfall of approximately \$6 million will result. This shortfall is not uncommon in growing cities statewide. Typically, the gap is bridged by playing a constant catch-up game. Portable classrooms are used until the District can be designated impacted and additional State funds can be requested.

This is an issue which the City will need to face continually during its growth years. The only clear cut solution to make up the funding shortfall would be voter approval of bond issues as growth occurs or developer participation in Mello-Roos or other financing methods. (See additional discussion of funding mechanisms on page I-25.)

Solid Waste

Needs. The City's anticipated growth to a year 2005 population of 23,500 in 8,200 housing units implies that the amount of solid waste generated in the City will increase about 32 tons per day to a total volume of more than 46 tons per day (or about 18,000 tons per year). This is about 6% of the refuse currently being received at the Kiefer landfill.

It is anticipated that as service demands increase, two things will occur:

1. It will become more economical to establish a "transfer station" in the City where the refuse from the local pickup vehicles can be transferred to larger capacity trucks for the remaining trip to the County landfill site.
2. The existing and future industrial uses in the City may generate hazardous wastes requiring disposal at a Class I site. Transfer and disposal of these wastes will be governed by the Sacramento County Hazardous Waste Management Plan and specifically regulated by the newly formed Sacramento County Environmental Management Department.

Costs / Funding. The draft General Plan proposes eventual establishment of a City-operated collection service and a transfer station. Since the preparation of the draft Plan it has been determined that the most appropriate way to handle waste collection and transfer within the City will be via a continued contract with Independent Disposal. The firm will also develop and maintain the transfer station. Because of this relationship with a private disposal company funding possibilities are well assured. Possibilities included full financing by the company or the issuance of certificates of participation. Additionally, a franchise fee will be charged by the City. Given these funding possibilities and the fact that the Kiefer landfill has additional capacity for the life of this Plan and beyond, the City will be able to provide waste collection services for the projected population per the draft General Plan.

General Government

Needs. The Cone report projected that City employment will increase to over 150 employees of which 58 would be located in a public safety building, 79 would be located in administrative offices, and 14 would be located in outlying fire stations and the City's Maintenance Center to meet the needs of a population of 23,500. This increased employment will result in the following needs:

1. The existing City Hall should be remodeled to accommodate the 79 employees in management, public works, community development, building regulation, and related groups. The building should continue to include the council chambers (3,000 square feet) and the judicial courts (2,000 square feet). It is anticipated that the library will need its own building (see Other Government Services section). The cost of remodeling the present City Hall is estimated to cost \$75 per square foot or about \$1,650,000 for the building's 22,000 square feet. It is estimated that 10,000 square feet of new offices will be needed at a construction cost of \$150 per square foot which will cost \$1.5 million (in 1988 dollars).
2. A new public safety building will be needed to accommodate the 58 people in the expanded Police Department, Communications Center, and the management group and new central station for the Fire Department (13-15 people). The cost of the new central fire station is included in the Fire Department section of this Element. The new police facilities are estimated at 22,000 square feet. The costs are estimated at \$110 per square foot for a total cost of \$2.4 million.
3. New maintenance and storage facilities will need to be built at the City's expanded maintenance center (corporation yard). The 40,000 square feet of new buildings are estimated to cost \$2.4 million. The \$60 per square foot ratio includes landscaping, parking areas, outdoor storage areas, fencing, security lighting, and other features.

Costs / Funding. In summary, these three projects are estimated to cost a total of \$8.0 million (in 1988 prices).

While the City through the normal budgeting process can be expected to generate about \$50,000 per year in capital outlays for the management, community development and building regulation functions, these monies will be needed to acquire equipment and furnishings for the expanding administrative groups. In practice, funding the new buildings and the remodelling of the existing City Hall will probably use a combination of funding sources. The most likely funding sources are bond issues or certificates of participation. A fee has been adopted by the City consistent with the Cone report which will fund the general government facilities needed to serve the projected population provided for in this General Plan. (See page I-25 for additional discussion of funding mechanisms.)

**Other
Governmental
Facilities
and Services**

Needs

- **Transit.** It is anticipated that the present transit operation will need need an operating subsidy on a continuing basis. This is currently accomplished by passing through Transportation Development Act funds to the Galt Concilio. This issue is discussed in the Circulation Element which recommends that the City eventually establish transit terminals in the Central Business District and other important activity centers.
- **Library.** A city with a population of 23,500 needs about 16,500 square feet of library building area using a ratio of .7 square feet per capita. In order to provide convenient service, the present library will need to be expanded to about 10,000 square feet and a 6,000 square foot branch library built in the Northeastern portion of the City. The cost of expanding the present library has been included in the cost of re-modeling the City Hall in the General Government section. However, it is estimated that an additional \$200,000 should be provided for furnishing and equipment. The cost of building a new library in the Northeast Area is estimated at \$800,000 (building costs are estimated at \$125 per square foot including equipment and furnishings).
- **Animal Control.** The City may eventually want to operate its own animal control facility rather than pay the County to provide this service.
- **Other Services.** It is anticipated that the projected growth will impact the operations of the Mosquito Abatement, Soil Conservation, and Cemetery districts which require the City to provide supplementary capital funding. However, the Cemetery will need to be expanded and the Land Use Map provides for this need.
- **Post Office.** The City has little influence on the Postal Service relocation process, but as it works with that agency it will be important to remember the value of post offices as activity focal points, drawing potential customers to commercial areas.
- **Quasi-Public Uses.** As Galt grows, there will be a need for additional churches and club meeting spaces which are "quasi-public" uses. Locations are shown on the Land Use Map.

Costs / Funding. It is not anticipated that the City would fund these programs through the normal budgeting process. Therefore, if they are to be funded the monies will have to be obtained from any combination of grants, bond issues, user fees, and certificates of participation.

IMPACT OF THE GEOGRAPHICAL PATTERN OF DEVELOPMENT ON CAPITAL IMPROVEMENT COSTS

Certain Planning Districts will be more costly to serve with public facilities. If all eleven types of facilities are included, the range in costs is from 3.6% below the average to 8.4% above the average. This was not a great enough difference to affect the decision on location of land uses on the preferred Land Use Map. However, in a number of planning districts, it is apparent that all of the facilities will have to be built before total development has occurred. Typically, streets, water mains, sewer trunk lines, sewage treatment plants, and drainage facilities have to be constructed before development can occur. Thus, it will be less costly to serve full development of one contiguous area of the City rather than scattered development. Since the Land Use Map provides for a population greater than that envisioned by the year 2005, it would be logical to encourage a less costly to serve, compact urban form. Establishment of a phasing program would serve this purpose and is delineated on the Land Use Map using existing City limits. The alternative is to continue to permit new development to occur in all directions around the perimeter of the City. This alternative would require the development of public facilities to a greater extent, less efficient use of those facilities, and a larger geographic area to be serviced.

PREFERRED FUNDING APPROACH

The proposed public facilities funding approach in the Cone report requires the developer or property owner to recognize the "full cost" of the development on the City at the time it is constructed. Obviously, this is a "businesslike" approach to the situation. However in order to make development possible, to spread the costs involved (as residents have increased their expectations of the services that cities are expected to provide), and to continue to be competitive with other communities, assessment or community services districts, have been used to fund selected street, water, sewer and drainage facilities. This is illustrated by the proposed Mello-Roos district in the Northeast Area. However, it should be recognized that the assessment district approach shifts much of the burden of paying for the community facilities to the purchaser from the developer, and that it significantly increases the total costs of the facilities because of the interest payments. It will be desirable in the future to reduce the extent to which the City's development depends on bond issues because of the costs involved.

Thus, the approach of using a variety of sources to fund new development in the City is recommended in the Cone report and in this General Plan. The City's basic objective should be to establish adequate funding methods for the provision of public services and facilities and to maintain current service levels. To accomplish this end all development will be required to contribute on an equitable basis.

The Cone report estimates that 11% of the funding for the projected capital improvements presumably can be obtained from the City's normal budgeting process, 49% from bond issues, 2% from other sources (mainly school construction funds and potentially other types of "Grant Funding"), and a little over one-third (38%) will be needed from fees charged to new development or other sources such as development mitigation fees, user fees, certificates of participation, etc. (See following page for discussion of bond issue feasibility - generally the use of Mello-Roos Districts which involve the sale of bonds is expected.)

If fully implemented, these programs will provide for the improvements needed to prevent significant impacts to all facilities. To date (10/89) the City Council has adopted the recommended fees for police protection, fire protection, and general government. It appears that this approach will continue for sewer, water, and drainage. If so, significant impacts will be avoided. It should be noted that if no action were to be taken large portions of the costs for the key sewer and water facilities will be left to assessment district financing. Over reliance on this type of financing has some disadvantages including a relative lack of City control over the extent to which needed area-wide facilities get funded. A risk is that fundamental improvements may get postponed until major problems develop and costs, even for remedial action, rise substantially. At this point, fiscal pressure intensifies and physical impacts to the environment may result. Examples could involve inadequate sewage treatment or fire flow. As described above, however, it appears that adequate fees will be adopted and that costs not covered by the development fees will be funded by developer construction of facilities or participation in Mello-Roos or other assessment type districts/financing methods.

It should be noted that though it appears that the City will be able to provide adequate essential public facilities and services to provide for growth expected overall, specific projects as they are proposed will need to be evaluated for their impact to public facilities. The timing, scale, or features of specific projects could result in short-term significant impacts if not analyzed carefully for appropriate mitigation. To better ensure this likelihood, a policy requiring developer financing to provide for public facility construction is included in this general plan. A Special Study overlay has been applied to all Phase II and III lands which will require participation in the selected financing mechanism unless impacts can be disproven.

It is not considered speculative to assume that public facilities will be provided by these types of bond issues. Most of the demand for new facilities and services which was identified in the Cone report will be a result of new growth. Because most of this new growth will occur in currently undeveloped areas (as opposed to infill), it will be a simple process for the City to require developer participation, in an assessment district or other forms of developer financing.

One caveat here is that the allocation of land use costs in the General Plan depends on an assumed mix of different types of land uses. The mix projected in the General plan assumes the City will be able to attract significant amounts of retail, office, and industrial uses. Actual development should be monitored and the allocation of capital improvement costs modified to reflect actual conditions. In addition, a financing plan should be prepared along with each five year capital improvements program to ensure that timing gaps are closed between the collection of development fees and the time facilities must be constructed.

**PUBLIC FACILITIES / FISCAL ELEMENT
POLICIES AND IMPLEMENTATION PROGRAMS**

<u>Subject/Policies</u>	<u>Implementation Programs</u>	<u>Responsibility/Funding</u>	<u>Proposed Timing</u>
<p>Overall Public Facilities & Services / Fiscal Solvency</p> <p>1. The City shall work toward establishing a firm and adequate finance base for its activities and mitigation fees which is under the control of the City's council and staff.</p> <p>This policy and other policies in the Land Use and Public Facilities Element are intended to reflect the City's commitment to high quality public facilities and schools through mechanisms ensuring that the rate of growth and the rate of school and public facility construction are compatible.</p>	<p>1a. Establish a system of "new development fees" in combination with assessment districts, grants, and other funding sources to insure that new development pays its own way.</p> <ul style="list-style-type: none"> - 5-Yr Capital Improvement Plans should be accompanied by a detailed financing plan to ensure that timing gaps between the need for facility construction and collection of development fees are avoided. - The cost portion of public facilities and schools needed to serve new growth which will not be funded by mitigation fees should be funded by developers via Mello-Roos assessment districts or other financing mechanisms. To ensure this participation, a Special Study overlay designation is placed on all lands underserved or inadequately served by public facilities, services, or schools which will require participation unless impacts to public facilities are fully mitigated, built, or funded prior to development approvals. For the purpose of this measure, development approvals include, but are not limited to: General Plan amendments, specific plan amendments, rezones, prezones, tentative maps, vesting tentative maps, use permits, variances, and building permits. <p>The City may also consider establishing a building permit allocation program based upon availability of public services, facilities, and schools.</p>	1a. City Council	1a. Ongoing
	<p>b. The City needs to recognize that in establishing a "new development fees" program to put the City on a more "business-like" basis, that the City will initially put itself and its developers at a competitive disadvantage (i.e., higher costs) until other cities recognize the problem. Therefore the City will need to continue to assist developers, as in the Northeast Area, by using an assessment district and other procedures to defray or spread costs.</p>	b. City Council	b. Ongoing until communities county wide have updated fee schedule

Subject/Policies	Implementation Programs	Responsibility/Funding	Proposed Timing
1. Finance Base (contd)	c. The City should adopt an "inflation index" and utilize it in revising fee schedules yearly to reflect effects of inflation. Charges and tax rates already in existence should be updated from their original value to current dollars. The City in its yearly report on the General Plan's implementation, should include an evaluation of the adequacy of development fees. If adjustments are needed, then the appropriate recommendations should accompany the elevation.	c. City Council	c. Upon adoption of General Plan and on-going
	d. Monitoring program - The City officials should establish a monitoring program which will annually review the actual development that has occurred, the inflation rate, the changes in construction costs, and update the allocation criteria in order to revise the project costs and their allocation to the major types of land use.	d. City Council	d. Upon adoption of General Plan and on-going
	e. Prepare computer programs to assist the staff in the implementation of the monitoring program.	e. Public Works Dept. Planning Department City Council	e. Yearly Report. Approximately February 1
	f. Actively seek grants from County, State and Federal agencies to build or upgrade facilities such as water and sewage treatment plans to the contemporary standards; or to expand facilities where these agencies have assistance programs.	f. Public Works Dept., and City Manger	f. Ongoing. Include report progress in yearly monitoring
	g. Investigate City functions which can be funded by user fees or enterprise funds which the City can use to adequately fund its basic services. These types of facilities or services could include solid waste collection, TV cable and "smart" city functions (such as electronic mail, news and advertising, utility meter reading and billing, emergencies, fire and police protection systems, public meetings and announcements, etc. in cooperation with the phone company), transit (including local package delivery, assistance to the disabled, and shopping or health service trips), recreational and educational programs, etc.	g. City Manager and City Council	g. Include in first yearly fee monitoring and in yearly monitoring reports thereafter
	h. One stop processing of development applications to minimize the time needed to obtain approval of a development.	h. Planning Department	h. This is currently the practice in Galt but the potential for fragmentation exists as the City grows.
	i. Adopt new funding methods such as a utility tax which allows the City's tax burden to spread more equitably over a broader base which is directly related to economic activity. However, such methods must be in conformance with the provisions of Propositions 4 and 13.	i. City Council	i. Yearly report by City Manager on possible new use taxes within fee monitoring report

Subject/Policies	Implementation Programs	Responsibility/Funding	Proposed Timing
1. Finance Base (contd)	<p>j. The City should work with County officials to:</p> <ul style="list-style-type: none"> - Provide a "uniform" approach to property tax rates for all cities which the cities can directly influence. At present, the effective property tax rate varies from year to year, and from city to city (depending in part on the City's situation, practices and policies in 1977/78); - Minimize the amount of urban types of development in the County areas surrounding the City. Especially as the City increases its development fees, there will be increasing pressure on the County to permit "lower cost" housing in the rural areas. Either the County will need to plan to provide the necessary facilities and services to serve such housing, or the City would have to subsidize such development by providing the necessary facilities and services - for example, "mutual aid" for police and fire protection. Both of these possibilities could negatively impact the City's urban form and fiscal solvency; 	j. City Council	j. Ongoing input to County decisions including General Plan Updates. Progress should be reported at yearly fee monitoring update.
2. The City Shall direct urban development to avoid scattered major new construction activity to minimize the cost of providing new public facilities.	2. Adopt land development phasing plan, placing certain areas in reserve until the 23,500 population level has been reached or until special studies demonstrate the need and fiscal responsibility of other development.	2. City Council	2. Adoption of General Plan
Water			
3. The City shall continue to assure the provision of necessary water services for the community (1984 Policy)	<p>3a. The City shall continue efforts to obtain a surface water supply source.</p> <p>b. New development shall be required to obtain or fund sufficient water supply before construction development.</p>	<p>3a. Continued negotiations between Public Works Dept. & the Bureau of Reclamation</p> <p>b. City Council as Conditions of project approvals</p>	<p>3a. Ongoing. Yearly report along with Capital Facilities report. Ongoing with Public Works Department.</p> <p>b. As projects are reviewed</p>
4. The City shall not consider extending water service to areas outside the City limits prior to annexation unless the owners of the served properties agree to annex the City at a future date.	4. Adoption of this policy.	4. City Council	4. Adoption of General Plan
5. The City should promote water conservation by City water users.	<p>5a. The City should support statewide legislation requiring water conservation.</p> <p>b. The City should develop and implement a citywide water metering plan.</p> <p>c. All new development should be required to be outfitted with meter boxes.</p>	<p>5a. City Manager, and City Council</p> <p>b. City Manager, and City Council</p> <p>c. Public Works Dept. and City Council</p>	<p>5a. Ongoing</p> <p>b. Ongoing</p> <p>c. Ongoing</p>

Subject/Policies	Implementation Programs	Responsibility/Funding	Proposed Timing
Sewer Services			
6. The City shall continue to assure the provision of necessary sewer services for the community financed on a benefit received basis or other fair and reasonable method of funding.	6. Incremental construction of facilities as needed described in text of this Element.	6. City Council	6. Ongoing
7. The development and use of new individual septic systems will not be permitted within City limits.	7. Adoption of this policy.	7. City Council	7. Adoption of General Plan
8. Within the Sphere-of-Influence, the City shall oppose urban development which is not sewered and shall oppose the use of "package treatment plants".	8. Response to projects proposed within the Sphere-of-Influence including County General Plan updates.	8. Planning Department	8. Ongoing
9. The City shall continue its program of upgrading sewer lines to minimize inflow and infiltration problems.	9. Yearly projects as part of Capital Improvements budget.	9. Public Works Department	9. Ongoing. Yearly progress report to Council on February 1, monitoring reports
10. The City shall not consider extending sewer services to areas outside the City limits prior to annexation unless the owners of the served properties agree to annex to the City at a future date.	10. Adoption of this policy.	10. City Council	10. Ongoing
Storm Water Drainage			
11. The City shall continue to upgrade the storm drainage facilities in the older section of the City (1984 Pol.), & provide for systems needed in newly developing areas.	11. Yearly projects in already developed areas as part of capital improvements budget.	11. Public Works Department	11. Ongoing. Yearly progress report to council on February 1 fee monitoring report
12. Storm water drainage facilities shall be developed consistent with the policies of the Conservation, Open Space, and Scenic Highways Element.	12. Review of proposed developments for consistency with City policies.	12. Public Works Dept, & Planning Department	12. Ongoing

Subject/Policies	Implementation Programs	Responsibility/Funding	Proposed Timing
13. To the extent feasible, protect the quality of stormwater runoff.	<p>13. Environmental review of new development shall include an analysis of the feasibility and effectiveness of Best Management Practices (BMPs) for cleansing runoff. Specifically, the following BMPs should be considered:</p> <ul style="list-style-type: none"> - Detention ponds/wetlands - Retention ponds/wetlands - Infiltration trenches and basins - Porous pavement - Sediment, oil and grease traps - Grass swales and wetlands - Consolidated discharges for retrofit with future treatment systems <p>It is the intent of this Implementation Program that some form of runoff management/BMP be applied to all major developments.</p>	13. Public Works Dept, Planning Department	13. Ongoing
Police Protection			
14. The City shall continue to provide adequate police protection and law enforcement by maintaining a police department capable of meeting the needs of the community (1984 policy).	14. The need for additional police protection facilities should be monitored on an annual basis.		14. Ongoing. Yearly progress update in February 1 fee monitoring report
Fire Protection			
15. The City shall provide adequate fire protection service by maintaining its own Fire Department capable of meeting the needs of the community financed on an average equal cost and benefit basis to all areas of the City.	15. Creation of City Fire Department. Provision of facilities described in text of this Element.	15. City Council Funding: Use of priority taxes currently passed through to Fire District	15. Creation of City Fire Department by 1995.
Schools			
16. The City shall coordinate with the school districts to assure that educational opportunities will not be limited by the projected population projection increases This could include devising a means of financing school construction to accommodate the City's growth policies and projections.	<p>16a Assist school districts in locating appropriate school sites as needed.</p> <p>b. General location of school sites on Land Use Map.</p> <p>c. Work with school districts and the development community to devise school financing mechanisms. The use of the Special Study overlay zone to ensure developer participation in any number of public facility/school financing methods is the program recommended in this General Plan and is expected to be effective in mitigating impacts. However, a specific financing mechanism may be desirable and further coordination with the School District on this issue should be undertaken.</p>	16. City Council (a-b)	16a,c Ongoing b. Adoption of General Plan

Subject/Policies	Implementation Programs	Responsibility/Funding	Proposed Timing
Schools 16. (Cont'd)	The means of financing school construction should recognize that adequate school facilities are in the best interest of the public and private sector and that only through the co-operation of all parties can be a permanent solution be devised. The solution should address a) its cost effectiveness, b) the timeliness of funding, c) its flexibility, d) cash flow needs of the District, and, e) consistency with State law.		
Public Buildings			
17. The City shall continue to provide for the location and development of needed public buildings financed on an equal benefit to all residents basis.	17. Provision of facilities including those in text of this Element funded by continually updated development fees and to a lesser degree, the general fund.	17. City Council	17. Ongoing. Yearly progress report in February 1 fee monitoring report
18. The City shall provide for the location of semi-public buildings throughout the City.	18. Public-Quasi Public designation on Land Use Map.	18. City Council	18. Upon adoption of General Plan
Public Facilities / Fiscal Element Update			
19. The City shall continue to ensure consistency of the Public Facilities Element with the Land Use Element.	19. This Element should be reviewed for possible update yearly as a result of the annual fee schedule monitoring, when any changes to the Land Use Map are made, and when the City nears the population 23,500 planned for. At that time, the Cone report can be utilized to determine the further extension of public facilities.	19. Public Works Department City Council	19. Yearly February 1, during General Plan progress report and ongoing

SOURCES, PERSONS AND AGENCIES CONTACTED

Persons and Agencies Contacted

The General Plan update process itself involved the public in three ways:

1. Questionnaires were sent to every mailing address in the City asking residents to identify both the positive and negative qualities of Galt. Although this process did not result in a statistically valid determination of the numbers responding to each item, it did provide an indication of the likes and dislikes of residents and the overall range of their concerns. A summary of the questionnaire results is presented at the end of this section (after Sources).
2. A General Plan Advisory Review Committee was formed at the beginning of 1987 and met 20 times to provide input on background data and policy formulation. A list of meeting dates follows.

GENERAL PLAN ADVISORY MEETINGS

<u>Date</u>	<u>Subject</u>
1988	
January 21, 1988	Initial Meeting - Selection of Chairman, Vice Chairman, Overview discussion of General Plan Process
February 4, 1988	Draft General Plan, Working Draft Review
February 10, 1988	Visual Policies
February 17, 1988	Water Resources Policy
March 2, 1988	Air Quality Policy Agricultural Resources Mineral Resources
March 16, 1988	Recreation Policy Safety Policy
March 30, 1988	Safety Policy Noise Policy Circulation Policy

GENERAL PLAN ADVISORY MEETINGS (Continued)

<u>Date</u>	<u>Subject</u>
1988 (Continued)	
April 6, 1988	Circulation Policy
April 13, 1988	Historic Policy Housing Policy
April 27, 1988	Housing Policy
May 8, 1988	Housing
May 18, 1988	Review of previously selected policies
June 1, 1988	Review of previously selected policies
August 10, 1988	Land Use
August 24, 1988	Meeting x/d, No Quorum
September 7, 1988	Land Use
September 28, 1988	Land Use
October 5, 1988	Land Use
October 12, 1988	Land Use
November 9, 1988	Land Use

3. General Plan hearings were held on the draft document.

Public input specifically for the EIR was handled through the public hearing process and the review period on the draft EIR. A Notice of Preparation was sent to the following interested State and Local Agencies in September of 1987 and responses were received (the NOP responses are located in the Appendix):

CITY OF GALT GENERAL PLAN UPDATE
NOTICE OF PREPARATION DISTRIBUTION LIST

Balfrey and Abbott

California, State of

- Air Resources Board
- Air Resources Board - Stationary Source Division
- Conservation Department Land Conservation Unit
- Department of Fish and Game
- Department of Historic Preservation
- Department of Housing and Community Development
- Department of Parks and Recreation - District Superintendent
- Department of Transportation - District 3
 - Environmental Branch Chief
- Health Services Department
- Office of Planning and Research Clearing House
- Public Utilities Commission
- Reclamation Board Floodway Permit Station
- Regional Water Quality Board - Central Valley Region (5)
- Water Resources Control Board - Division of Water Rights
- Office of Planning and Research
- Resources Agency - Office of the Secretary
- Water Quality Control Board

Galt Arno Cemetery District

Galt, City of

- Boyce Jeffries, Recreation Director
- Bob Kawasaki, Public Works Director
- Doug Matthews, Police Chief
- Larry Pennell, City Manager

Galt Fire District

- Russ Brumbagh, Fire Chief

Galt Irrigation District

Galt Joint Union Elementary School District

- James A. Arwood, District Superintendent
- Bob McCaffrey, District Superintendent

Native American Heritage Commission

S.A.C.O.G

Sacramento, County of

A.P.C.D.

Environmental Health Agency Noise Section

Environmental Impact Section

Planning Department

Sacramento L.A.F.C.O.

San Joaquin County

Department of Planning and Building Inspection

U.S. Army Corps of Engineers

Sources

The following list presents information on the citations within the text:

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California, State Office Planning and Research. June 1986. "CEQA: The California Environmental Quality Act, Laws and Guidelines"

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Malliet, Glen, with the California Water Quality Control Board. Personal Communication. October 1987.

Munz, Philip A., and David D. Keck. 1959. A California Flora and Supplement. University of California Press.

Nixon, Bruce, with the Sacramento County Air Pollution Control District. Personal Communication. November 1987.

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Sacramento County. _____. "Sacramento County Solid Waste Management Plan".

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Silva, Mike, with the California Division of Mines and Geology. Personal Communication. November 1987.

- Storer, Tracy I. and Robert L. Elsinger. 1963. Sierra Nevada Natural History. University of California Press.
- Thompson, Debbie, with the Sacramento County Agricultural Commissioner's Office. Personal Communication. October 29, 1987.
- U.S. Department of Agriculture, Forest Service. March 1973. "Visual Resource Management Guides".
- U.S. Department of Agriculture, Soil Conservation Service. Preliminary Sacramento Area Soil Survey, 1987.
- Young, David, Planner with SACOG. Personal Communication. March 1989.

CITY OF GALT

GENERAL PLAN QUESTIONNAIRE RESULTS

In September, a questionnaire was sent to all City residences asking for opinions on Galt's most positive qualities and areas which need improvement to guide preparation of the General Plan. Each respondent was asked to choose what he or she perceived as the top ten positive and negative areas of concern. State law has very specific requirements related to subjects which must be discussed in general plans. However, it is important to meet these requirements and tailor the general plan to the City's specific needs and vision of its future. The questionnaire results give us an idea of some of the key issues in Galt which should be addressed and given emphasis in the General Plan.

The following issues were most frequently mentioned by questionnaire respondents (in order of frequency):

Positive Qualities We Should Protect

- Small Town Atmosphere
- Friendly People
- Police Protection
- Fire Protection
- Number of Freeway Overpasses
- Number of Small Parks
- Growth Rate of the City
- Quantity of Mid-Range Cost Housing for Sale
- Sewage Treatment

Areas Which Need Improvement

- Quality of Shopping
- Appearance of 4th Street (Old Downtown)
- Image of the City

- Condition of Railroad Land
- Amount of Stores
- Appearance of C Street
- Job Opportunities in General
- Number of Industries Providing Employment
- Street Traffic Noise
- Highway Traffic Noise
- Overall Condition of Neighborhoods

In addition, a number of written comments were received which added detail to the concerns listed above. For instance, the overall condition of neighborhoods received a high level of concern and some of the most common related written comments noted the following problems (in order of frequency noted):

- Lack of pride (junk cars and weeds in yards)
- Need sidewalk landscaping
- Speeding cars
- Loud radios
- Dogs barking, roaming dogs
- Storm drainage
- Low water pressure

A number of positive comments discussed specifically the quality of the "country atmosphere" surrounding Galt. A number of respondents applauded the City's street cleaning job.

Other comments were aimed at areas which need improvement in the City. The most commonly noted aside from the neighborhood-specific responses discussed above follow. Many were related to the need for various types of stores:

- Too many low-income houses
- Keep industry out of residential areas
- Need clothing, drug, and department stores
- Need a variety (5 & Dime) store
- Don't destroy old buildings - restore them
- Need good restaurants
- Need fast food restaurants

Additionally, a number of other comments which were noted less frequently but relate to the top ten issues contribute which should be explored in the General Plan discussion of these subjects. Some of these suggestions include:

Noise

- Need sound barrier on Highway 99

Image of City

- Dumpster noise at flea market a problem
- Need public trash cans
- Put utilities underground
- Clean up water tower tank
- Galt needs more visual appeal
- Change name of City to Valley Oaks

Condition of Neighborhoods

- Sidewalks are cracked
- Need sidewalks/curbs
- Need street lights on Lincoln Way
- Need sidewalk landscaping

Circulation

- Need 4-way stop at 2nd and E, D and 5th
- Need 3-way stop at 1st and E
- Angle parking on Lincoln unsafe
- Need more parking
- Railroad crossings rough

Public Facilities / Services

- Need ambulance / paramedic
- Improve ball park facilities
- Vandalism a problem in parks
- Get more funds for police/fire, training and equipment
- Need more recreation facilities
- Post office should be located in industrial area
- Need a special ed school

The questionnaire also asked residents to suggest a motto or overall goal to guide the City. The suggestions illustrate a wide variety of goals for the City. More frequently mentioned goals centered around the need for controlled growth through good planning, retaining the City's small town atmosphere, attracting jobs and cleaning up the City to provide a better image and business climate.

Examples:

GALT - REMBERING ITS ROOTS WHILE SPREADING ITS BRANCHES
A SMALL TOWN WITH CHARACTER AND MORE
CLEAN UP AND IMPROVE GALT
NOT TOO LARGE, NOT TOO SMALL, JUST A NICE PLACE TO LIVE

GALT GENERAL PLAN

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 Galt Joint Unified High School District
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O

Oberlin Street
Office Professional Designation
One-hundred Year Flood Zone
Open Space Designation
Open Space District
Orr Road

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P

Parking
Parks and Recreation Resources
PG&E
Pine Street
Pre-Existing Residential Area Zoning Overlay
Pringle Road
Public Facilities Element
Public-Quasi Public Designation

R

Railroad House
Rancho Seco Nuclear Power Plant
Redevelopment Agency

Regional Water Quality Control Board
Rossi Street

S

SACOG
SACOG Air Quality Plan
SACOG Housing Allocation
Sacramento Air Pollution Control District
Sacramento Area Council of Government (SACOG)

Sacramento County General Plan
Sacramento County Landfill
Sacramento County Office of Emergency Operation
Sacramento County Water Agency
Sacramento County Water Plan
Sacramento Hazardous Waste Management Plan
Sacramento M.U.D.
Sacramento Sign Ordinance
Sacramento Zoning Ordinance
Safety and Seismic Element
San Joaquin County Council of Government
Sargent Road
Scenic Highways
Sego Milk Plant
Set-Aside Lands
Sewage Treatment Plant
Sheldon
Sign Controls
Single-Family Residential Designation
Simmerhorn Rd.
Sloughhouse
SMUD Park
Snodgrass Slough
Special Study Area Combining Designation
Specific Plan Combining Designation
Sperry Residence
Sources
Southern Pacific Park

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A-70

Southern Pacific Railroad

Sphere of Influence

Spruce Street

State Historic Building Code

State Highway 99

Stockton Boulevard

Subdivision Map Act

T

TRACS

Traction Line

Traffic Fees

Transit

Twin Cities Road

U

U.S. Army Corps of Engineers

U.S.D.A. Soil Conservation Service

Uniform Building Code

V

Valley Oaks Elementary School

Vernal Pools

Visual Resources/Landforms

W-Z

Walnut Avenue

Water Quality

Water Quality Resources

Wetlands

WIC

Williamson Act

Wilton

Women Infants & Children (WIC)

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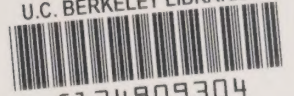
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